

Pike County

Coordinated Public Transit Human Services Transportation Plan

2017-2021

Community Action Committee of Pike County

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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Pike County. The plan was initially developed in 2008 and updated in 2013 and again in 2016. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

Transportation is a critical component of the communities in Pike County. Transportation provides access to jobs, education, health care, human services and allows all community members, including older adults and people with disabilities, to live independently and engage in community life. It is the purpose of this plan for local stakeholders to work collaboratively to do the following activities:

1. Identify all community resources including

Recovery Council	Clients	25 Vehicles	0 Wheelchair Accessible
CAC Head Start	Student Transport	22 Vehicles	1 Wheelchair Accessible
CATS	Seniors, Handicap and General Public	11 Vehicles	10 Wheelchair Accessible
Bristol Village	Residents only	6 Vehicles	2 Wheelchair Accessible
Pike Co. Senior Center	Meal Delivery Only	6 Vehicles	0 Wheelchair Accessible
Pike Co. Board of DD	Consumers Only	8 Vehicles	8 Wheelchair Accessible
Veteran's Office	County Veterans Only	2 Vehicles	0 Wheelchair Accessible
PCPADV	Clients	1 Vehicle	0 Wheelchair Accessible

All other vehicles in the county are dedicated to education or special programs.

These numbers show a substantial gap in vehicles available to meet the needs of seniors with mobility devices and handicap residents of Pike County.

The transportation plan is required to be developed by representatives of the public, private and non-profit entities, human services providers, and members of the general public. The plan is to be reviewed annually and updated every four (4) years in order to evaluate progress and make amendments based on the needs of the community.

The primary goal for the coordination of transportation is to make the best use of available resources and to thereby provide as much transportation as possible for those who need it. Never has that been truer than today when nearly all human service agencies in the area face funding cuts. These funding cuts are coming at a time, coincidentally when jobs are scarce, gas costs are high and the local population is aging. These combined facts work together to create a "perfect storm" effect, especially in Pike County which had the dubious distinction of holding

the highest unemployment rate in the state of Ohio during all of 2012 and sixth highest in 2015. As a result, the need for service is high and the probability for funding is low in many cases. Another of the major goals of coordination is to fill service gaps. Service gaps typically fall into the category of spatial gaps or temporal gaps. Spatial gaps involve limitations with the service area while temporal gaps are concerned with limitations in days of week or hours that service is provided. Both spatial and temporal limitations were discussed. Input received from the stakeholder meeting and survey responses identified the following gaps in service for this region. Many of these problem areas remain as constants from all transportation planning that has ever been conducted in Pike County due to its rural and sparsely populated make up.

2. Identify and Prioritize community transportation needs

Community outreach efforts defined were conducted to gather information from a variety of organizations that represent older adult, individuals with disabilities, and people with low incomes. The following needs were documented as a result of those outreach efforts:

- More funding.
- Transportation to job seeker services and training for the unemployed and underemployed.
- More days and trips are needed for the outer lying, rural areas of Pike County.
- Transportation in the evenings and on the weekends to surrounding areas for socialization. The current hours do not allow individuals to enjoy the many opportunities for social activities in the area.
- More seats on available buses for number of individuals needing transportation.
- Access to transportation outside Pike County. Including non-emergency transportation for medical appointments; more available vehicles in the local area when out-of-town medical trips require vehicles to be out of the county for an entire day.
- People do not know about the services that already exist.
- More local support for public transportation from local elected officials.
- Public outreach that will reduce the inhibition about using public transit systems in other counties.
- An overall increase in the amount of general public transportation available throughout the region.
- Information and access to the Intercity Bus. GoBus makes stops in Pike County, but Pike County residents are not aware and lack the means to get to the GoBus connection point.

3. Establish a clear plan for achieving shared goals

Though, Pike County and its communities are projected to grow over the next several years, population growth over the next thirty years is only projected at less than one percent. The per capita personal income decreased from \$27,823 in 2010 to \$20,292 in 2014. The unemployment rate in Pike County was 15.3% in 2010 and 7.2% in July, 2016. With a poverty level of 24.2% in the county healthcare, childcare, employment, education and recreation will continue to be challenges for some service providers. Sequentially, the need for transportation to said service centers will remain a prominent subject. While total population will not change significantly, the next thirty years will bring a slight shift in terms of population distribution across age groups.

Pike County's largest age group (45-64 years old) will shift into retirement and their need for transportation will grow. In the next 20 to 25 years the county's second largest group (25-44 year olds) will begin to retire changing the face of the county.

The highest concentration of trip originators was found in Waverly and Piketon, which are located along U.S. Route 23. Other areas were located in Latham and Beaver, respectively. Common destinations for Pike County residents are located in these areas which are served by numerous human service agencies and other transportation sources. Coordination with these participating organizations could decrease replication of services.

Coordination, the act of multiple agencies working together to meet their clients' various transportation needs, must be present in the Locally Developed Public Transit Human Service Coordinated Plan along with a comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income. Essentially, the Coordinated Plan lays out the strategies for addressing these needs and prioritizing services.

Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities must include participation and/or representation of the following, at minimum:

- Seniors;
- Individuals with disabilities;
- People with low incomes;
- Public, private and non-profit transportation providers;
- Human services providers;
- The general public;
- Faith based

In order to ensure participation from the above groups the following stakeholder involvement activities were performed.

Through a series of meetings and surveys in 2015 and 2016, Pike County created a Plan that allows the citizens of Pike County to continue to reap the benefits of SAFETEA-LU and FAST Act legislation. Pike County's transportation needs are reflected in the Plan's strategies and goals. The Community Action Committee of Pike County was the Lead Agency for planning purposes and the Mobility Manager lead the Pike County transportation stakeholders in the development and completion of the Plan. Work began on the plan at the quarterly Transportation Advisory Council meetings. This Plan is the manifestation of Pike County's planning process. The Pike County Mobility Manager worked with the county RTP, Ohio Valley Regional Development Commission and local stakeholders; human service agencies, faith-based organizations, employers and others not on the TAC. The Pike County Plan used most current Census data, current guidelines and requirements of funding sources, and new data from county service providers. Pike County's transportation needs are reflected in the Plan's strategies and goals. The 2017 Plan is designed as a four-year plan but will be reviewed annually with changes noted in Appendix B.

This plan was developed and adopted by the Transportation Advisory Council. More information about the planning committee can be found in Appendix A.

I. Geographic Area

Pike County is 441.5 square miles and is located geographically in the rural south-central portion of Ohio and is bordered by Ross County to the north; Jackson County to the east; Scioto County to the south; Adams County to the southwest; and Highland County to the west.

Pike County's population in 2015 was 28,217. Waverly is the county seat and the largest village with a population of 4,274 in 2015. The population of the county seat decreased 3% from 2010 to 2015. Pee Pee and Pebble Township are the next largest places in the county.

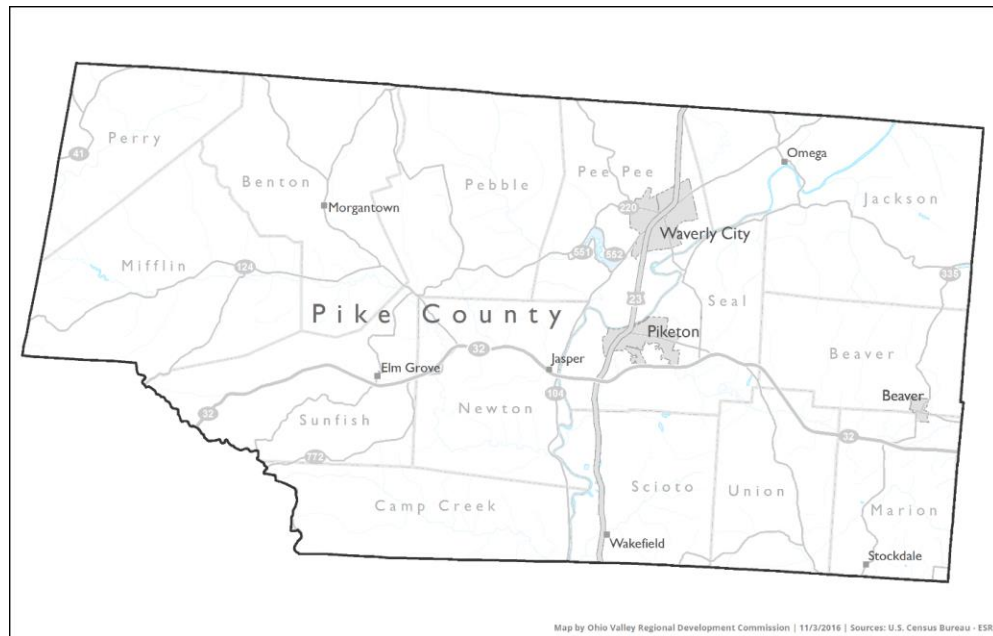
This Plan is the manifestation of Pike County's planning process. The Pike County Mobility Manager worked with the county RTPO, Ohio Valley Regional Development Commission.

Ohio Valley Regional Development Commission (OVRDC) is a public regional planning commission established by agreement among its members pursuant to Section 713.21 of the Ohio Revised Code, as amended. Acting in the capacity of a regional economic and community development agency, and as a Regional Transportation Planning Organization (RTPO), OVRDC coordinates federal, state and local resources to encourage development in 12 southern Ohio counties: Adams, Brown, Clermont, Fayette, Gallia, Highland, Jackson, Lawrence, Pike, Ross, Scioto and Vinton.

OVRDC is not directly involved with the operation of transit and does not purchase transportation on behalf of its consumers. However, according to their 2040 Long Range Transportation Plan, OVRDC views increased transit access as vital to the region, especially considering a growing elderly population. Although OVRDC does not participate in coordination efforts it indicated that the greatest obstacle to coordination appears to be the limited availability of transportation funding.

OVRDC's governing board has in the past provided moderately strong participation in the planning, development, and implementation leading up to the coordination of human service agency and public transportation resources. Currently, the organization continues its belief that there is strong support for sustained coordinated transportation planning among elected official's agency administrators, and other community leaders. With the establishment of the RTPO, transportation and transit in particular has become even more important to the organization. The RTPO gives local governments and organizations a stronger presence in state-wide planning efforts around all aspects of transportation, including transit. By utilizing the RTPO, OVRDC believes more than ever that it is possible to increase the mobility of all users by strengthening viable transit services in the region.

Map 1: Basic map of the geographic area covered by the plan



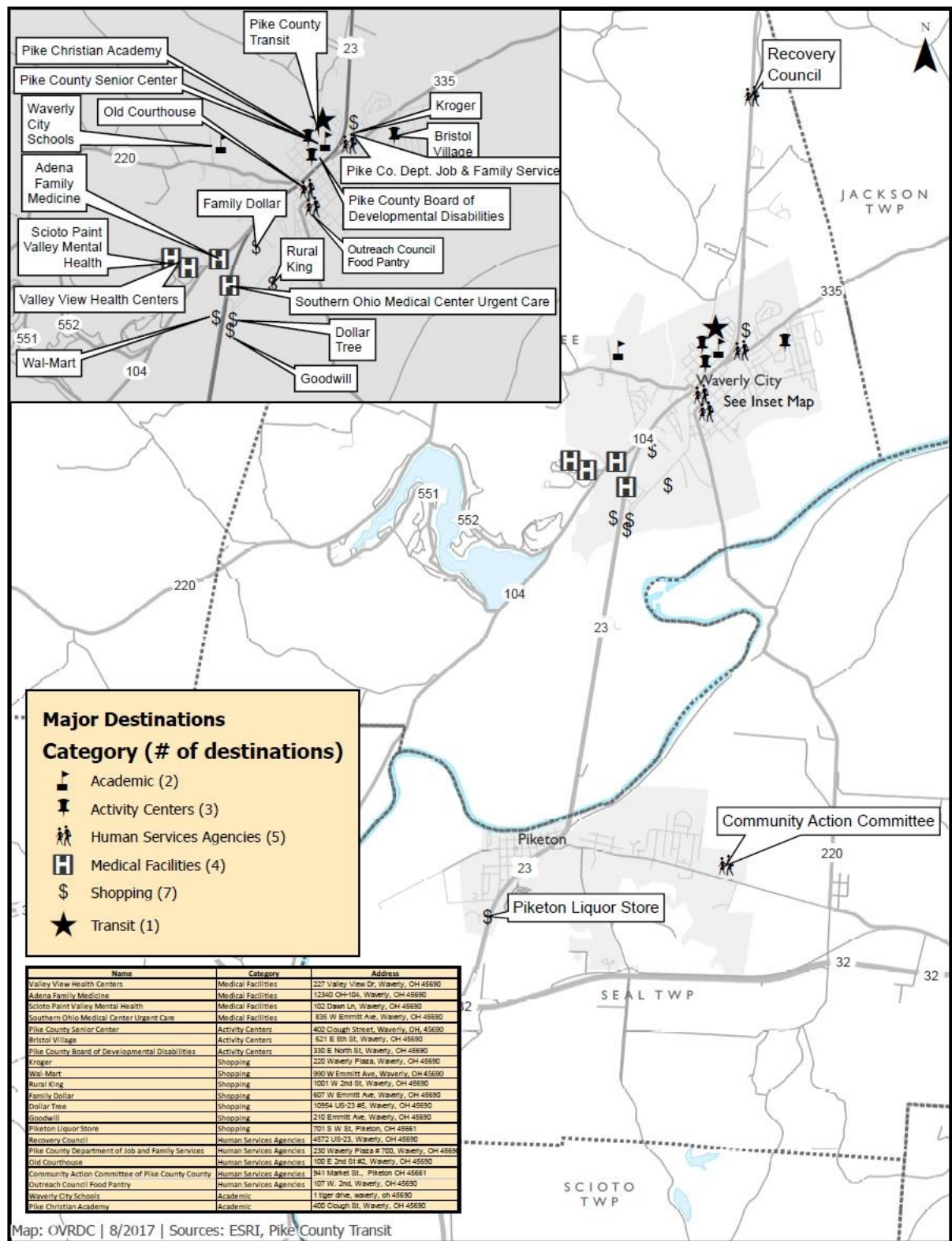
Map 2: Major trip generators in the geographic area

Closer examination of the surveys and trip logs of the transportation and human services agencies in the county show the importance of transportation to necessary destinations like medical care and grocery stores.

To name a few, major trip generators in the county are:

- Medical facilities
 - Valley View Health Centers
 - Adena Family Medicine
 - Scioto Paint Valley Mental Health
 - Southern Ohio Medical Center Urgent Care
- Activity Centers
 - Pike County Senior Center
 - Bristol Village
 - Pike County Board of Developmental Disabilities
- Shopping Centers
 - Kroger
 - Wal-Mart
 - Rural King
 - Family Dollar
 - Dollar General
 - Goodwill
- Human Services Agencies/Social Services Agencies
 - Community Action Committee of Pike County
 - Recovery Council
 - Pike County Department of Job and Family Services
 - Outreach Council Food Pantry
- Schools
 - Waverly City Schools
 - Pike Christian Academy
- Transit Facilities
 - Community Action Transit System Facility

Below is a map of Pike County that shows the county's major trip generators.



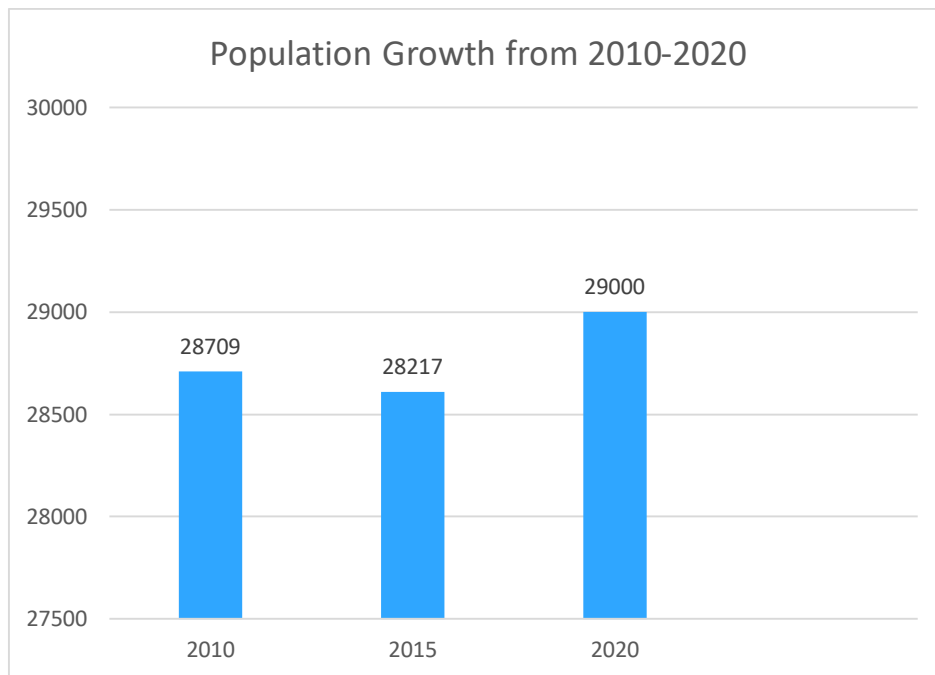
II. Population Demographics

Pike County's population in 2015 was 28,610. Waverly is the county seat and the largest village with a population of 4,274 in 2015. The population of the county seat increased by less than 1% from 2010 to 2015.

Chart 1: Total Population Current and Projected for Five Years

Pike County and its communities are projected to grow over the next several years.

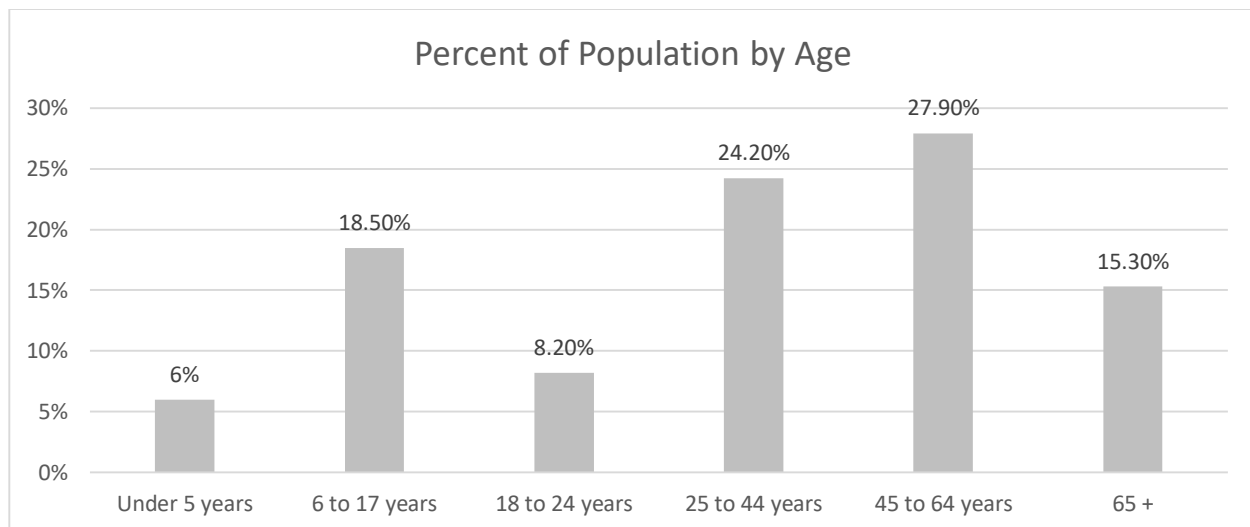
Chart 1 shows the growth projection for 2010, 2015 and 2020.



Source: Ohio Development Services Agency

Chart 2: Total Population by Age Group

In 2015, the largest age group was between the ages of 45-64 years old constituting 27.9% of the population. The group between ages 25 to 44 years was the second largest consisting of 24.2% of the population. More than 15% of the population was age 65 and older. There is an increase in the elderly and youth populations. This change will likely increase the demand in the region for a stronger and richer public transit infrastructure.

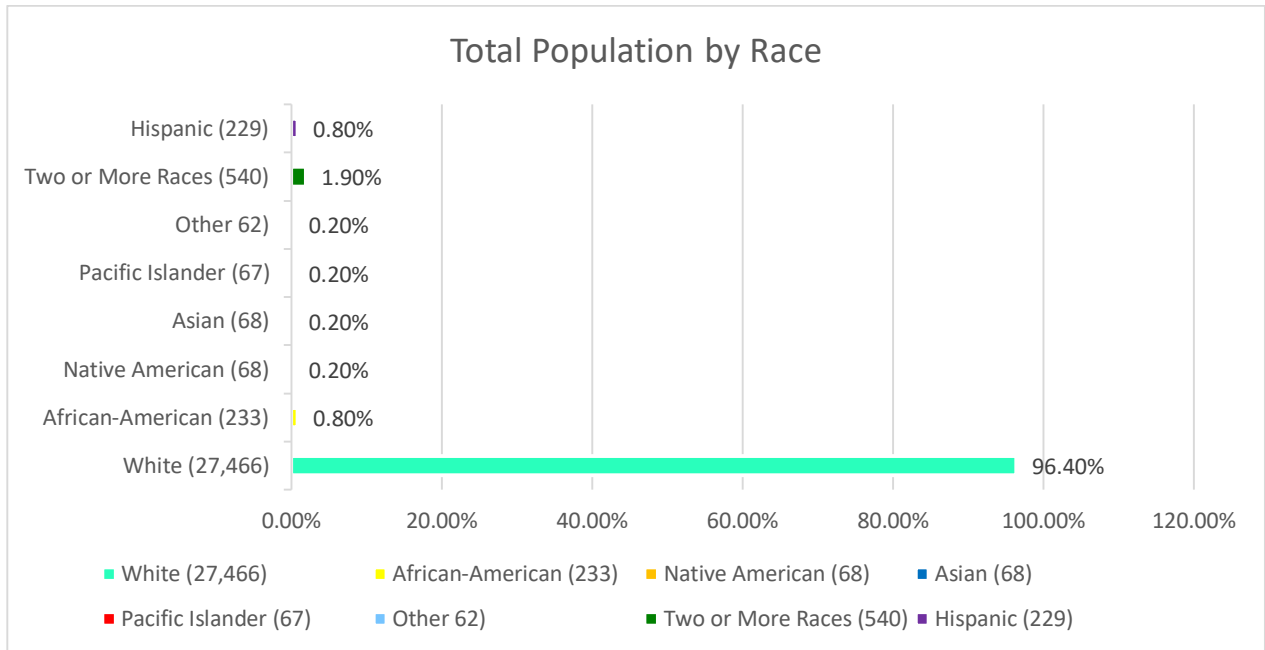


Source: Ohio Department of Development, 2015

Chart 3: Total Population by Race

The following chart shows the total population by race.

Approximately 27,466 of the 28,217 individuals in Pike County have been identified as white. This represents approximately 96.4% of the current population.



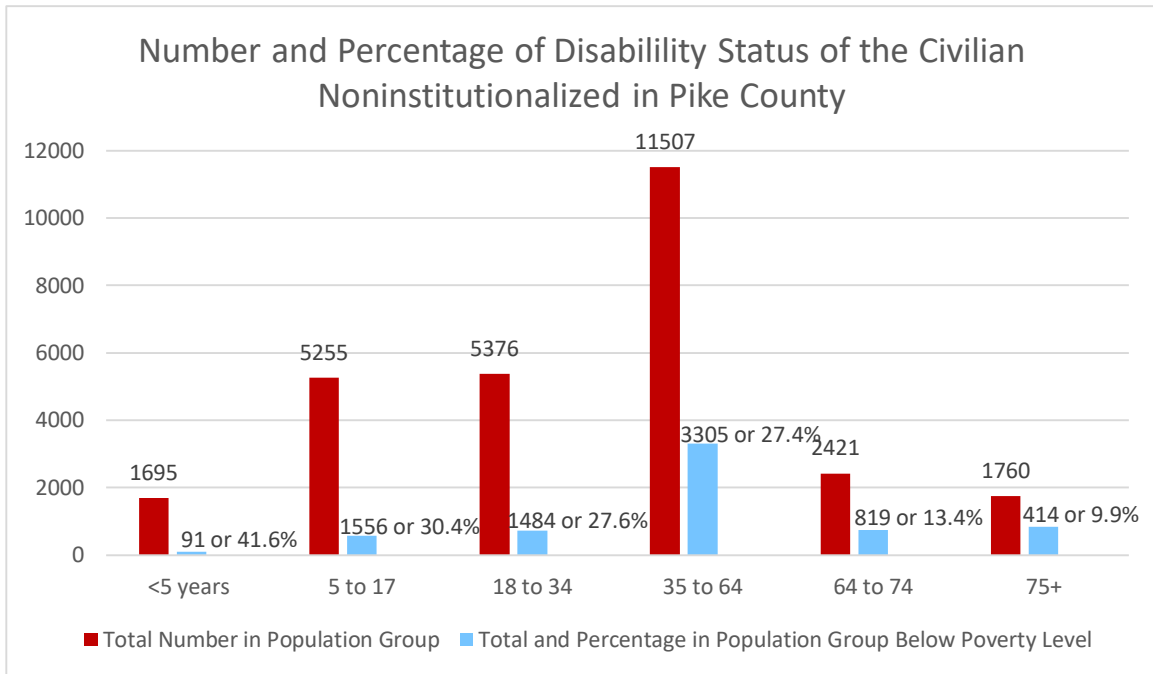
Source: Ohio Department of Development, 2015

Chart 4: Number and percentage of people with disabilities

The following graph breaks the population down into ages.

Approximately 6,337 of the 28,217 individuals in Pike County have been identified as handicap, having a disability, special needs or independent living difficulty. This represents approximately 22.5% of the current population.

The highest population group with a disability is the 65 and older group with 39.3% of the population handicap or independent living difficulty.



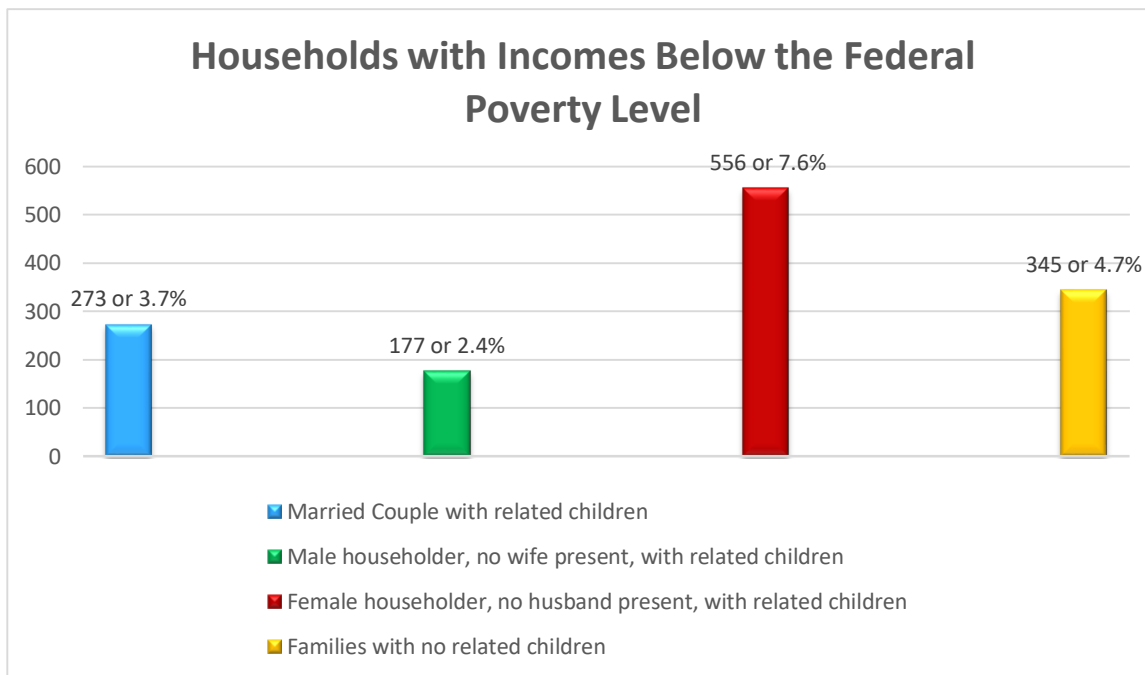
Source: Local Disability Data for Planners

Chart 5: Number and percentage of households with incomes below the federal poverty level

The following graph illustrates the households with income below the federal poverty level.

Approximately 1,351 families of the 7,355 families in Pike County have been identified as living in poverty. This represents approximately 18.4% of the current population.

The highest population group with poverty status is the *female householder, no husband present with children* with 556 households or 7.6% of the below the federal poverty level population.



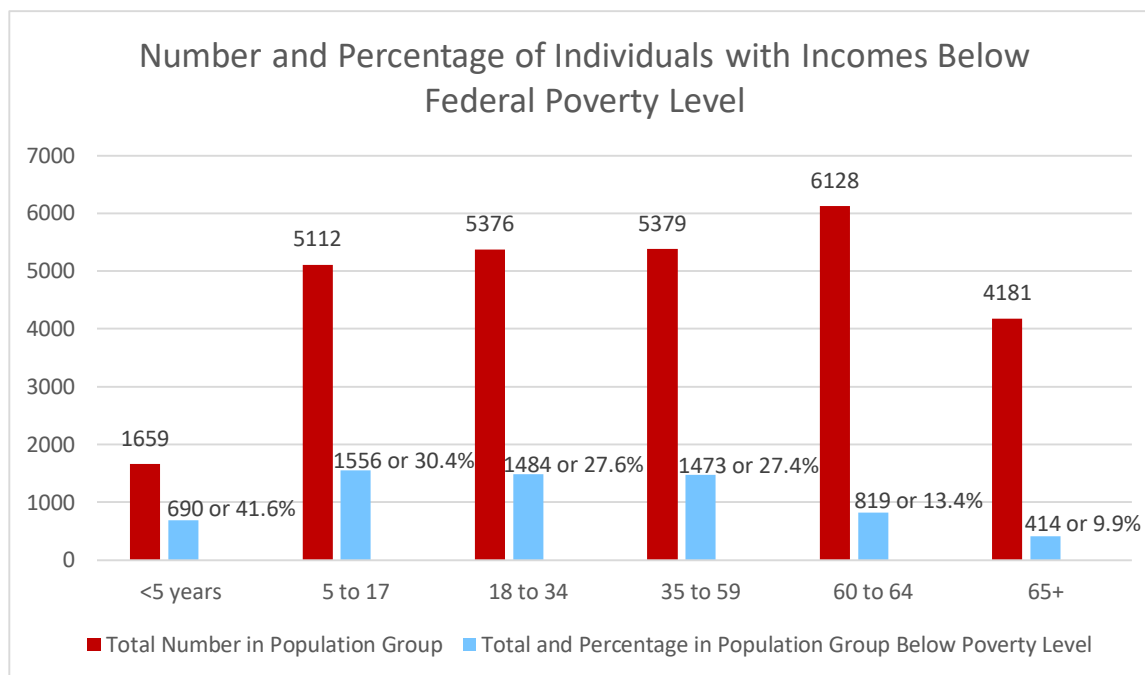
Source: Ohio Development Services Agency

Chart 6: Number and percentage of individuals with incomes below the federal poverty level

The following chart shows the total number of individuals by age group and the number and percentage of individuals with incomes below the federal poverty level.

Approximately 6,436 of the 28,217 individuals in Pike County have been identified as living in poverty. This represents approximately 22.8% of the current population.

The highest population age group with poverty status is the *under 5 year olds* with 690 of the 1,659 individuals in the age group or 41.6% of the below the federal poverty level population group.



Source: American FactFinder

The following map shows the poverty rates by township in Pike County.

Exhibit A:

Pike County:

Poverty Rate by Township (2014)

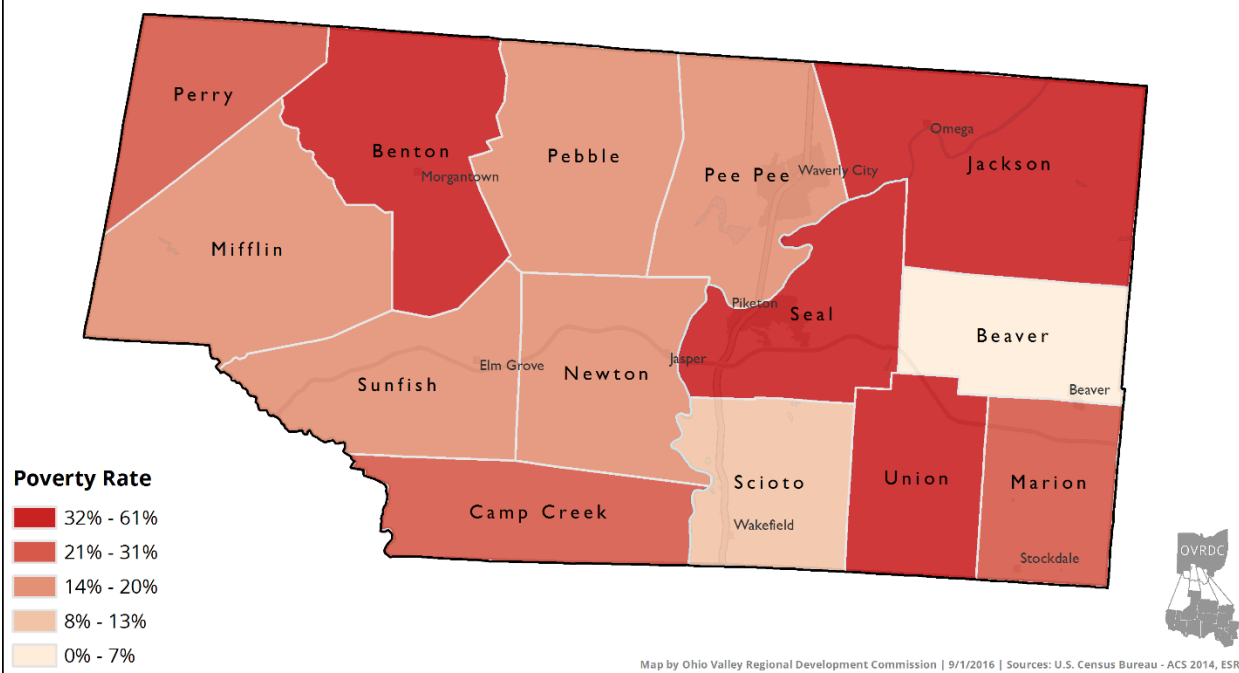
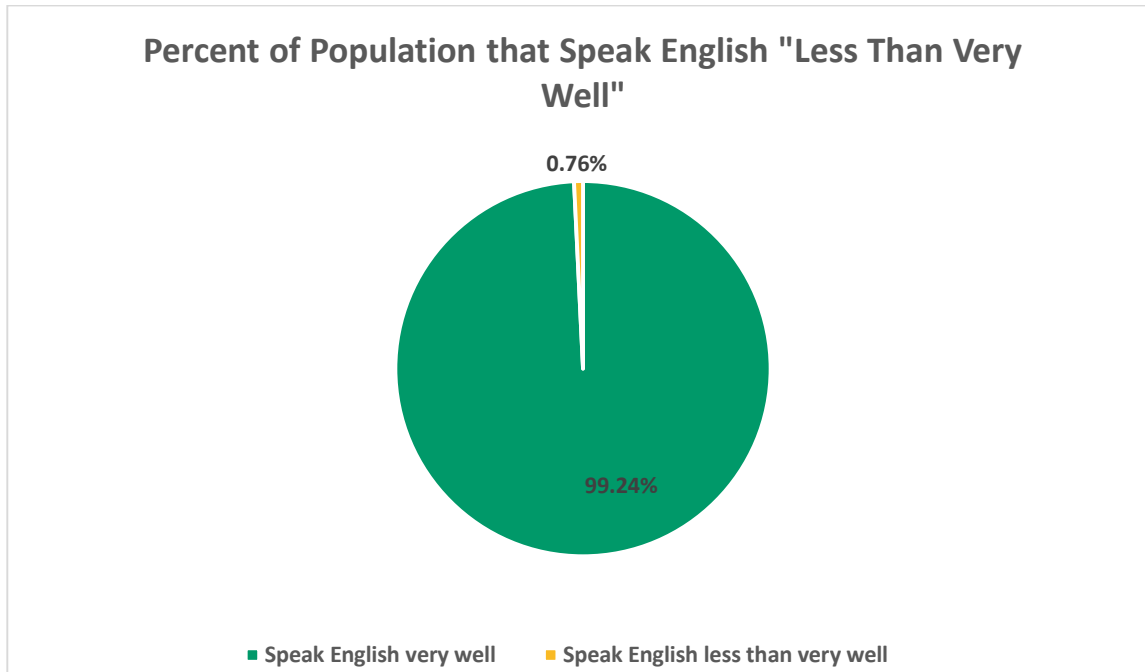


Chart 7: Percent of population that speak English “Less than very well”

Pike County is predominantly an English speaking county. Of the total Pike County population less than 1% speak English less than very well.



Source: American FactFinder

Of the speaks English “less than very well” population some of the languages spoken predominantly at home are: Spanish, French, German, West Germanic Languages (including German, Dutch, Luxembourgish and Yiddish), and Vietnamese.

III. Assessment of Available Services

Conducting an evaluation of service provider capabilities and analyzing the existing gaps and duplications of services for transportation resources in each community, provides transportation planners with the information needed to implement changes that will improve the network of transportation resources and services in Pike County and across county lines.

The lead agency identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented in the current or past planning committees, as well as others who the planning committee identified as being appropriate stakeholders.

Interviews were conducted with each of the identified stakeholders.

The purpose of the interview was to offer the stakeholders an opportunity to discuss the specific transportation services, gaps, needs, and priorities for their respective service areas or communities.

When applicable, information reported in the previous coordinated plan was used to supplement information gathered during this planning effort.

Inventory of Transportation Providers

During stakeholder outreach efforts, a comprehensive survey was sent to twenty-six (26) different government entities and agencies in Pike County area in order to gain information on existing transportation programs and services.

The fourteen (14) entities/agencies that responded to the stakeholder survey are listed below. Of those responding to the survey and including known public transit providers, seven (7) agencies were transportation providers while the remainder either did not need transportation services or transportation was contracted out to other entities.

- Bristol Village Homes
- Community Action Transit System
- Elizabeth's Hope Pregnancy Resources
- Garnet A. Wilson Library
- Ohio State University Extension Office
- Pike County Family and Children First Council
- Pike County Job and Family Services
- Pike County Outreach Council of Churches
- Pike County Partnership Against Domestic Violence
- Pike County Recovery Council
- Pike County Senior Center
- Pike County Veteran's Office
- Pike Metropolitan Housing Authority
- South Central Ohio Big Brothers Big Sisters

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of fourteen (**14**) organizations provided information about their services.

List of Transportation Service Providers

Agency Name: Bristol Village Homes

Transportation Service Type: Closed Door; Door-to-Door with advance reservation of 48 hours, but also purchases service from another provider

Other Services Provided: Retirement Community – Healthcare, nutrition, counseling, rehabilitation¹ service/social.

Contact Information: Melissa Howard, 740-947-2118

Hours: M-F 8a-4:30p, but appointments run 24 hours a day

Service Area: Pike County

Eligibility Requirements: Only for residents of Bristol Village

Web-site: <http://www.nationalchurchresidences.org/communities/oh/waverly/bristol-village>

Agency Name: Community Action Committee of Pike County Early Childhood Program

Transportation Service Type: Transports 3-5-year-olds to and from school

Other Services Provided: Many services provided to children ages 0-5 and prenatal

Contact Information: Diana Salyer, Shelley Lansing 740-289-2371

Hours: M-T

Service Area: Pike County

Eligibility Requirements: Enrolled in Head Start

Web-site: <http://www.pikecac.org/early-childhood-programs.html>

Agency Name: Community Action Transit System (CATS)

Transportation Service Type: Door-to-Door: Point Deviated in the Village of Waverly & Demand response for the remainder of the county

Other Services Provided: Out-of-county-trips to Ross, Franklin and Scioto Counties

Contact Information: Amanda Elliott, 740-835-8474

Hours: M-F 6a-5p and Saturday 9a-3p (within the Village of Waverly)

Service Area: Pike County

Eligibility Requirements: NONE

Web-site: <http://www.catsservices.org>

Agency Name: Ohio Valley Regional Development Commission

Transportation Service Type: Not directly involved with the operation of transit and does not purchase transportation

Other Services Provided: Public regional planning commission

Contact Information: Malcolm Meyer, 740-947-2853

Hours: M-F 8a-5p

Service Area: Pike, Adams, Brown, Clermont, Fayette, Gallia, Highland, Jackson, Lawrence, Ross, Scioto and Vinton Counties

Eligibility Requirements:

Web-site: <http://www.ovrdc.org/>

Agency Name: Pike County Board of Developmental Disabilities (Canal Industries)

Transportation Service Type: Transports children and adults attending County Board of Developmental Disabilities

Other Services Provided: Day Services & Employment

Contact Information: Tracy Noble, 740-947-7502

Hours: M-F 7a-3p

Service Area: Pike County

Eligibility Requirements: Only for consumers with developmental disabilities

Web-site: <http://www.pikeboarddd.com/canal-industries.html>

Agency Name: Pike County Family and Children First Council

Transportation Service Type: Purchases service from another provider

Other Services Provided: Planning, monitoring and improving outcomes for families and children in the county

Contact Information: Susan Roark, Service Coordinator

Hours: M-F 9a-4p

Service Area: Pike County

Eligibility Requirements: No income requirements. Program serves families with youths 0-19 that are involved with multi systemic agencies within the county. A referral must be given from one of the agencies in the county such as a school, physician, mental health worker, po officer etc.

Web-site: N/A

Agency Name: Pike County Job and Family Services

Transportation Service Type: Purchases transportation from another provider

Other Services Provided: Health care, social services, counseling, job training, employment, job placement, income assistance and information/referral

Contact Information: Valerie Riley, 740-947-2171

Hours: M-F 7:30-4:00p. Closed 12-1 for lunch.

Service Area: Pike County

Eligibility Requirements: NONE

Web-site: <http://www.pikecojfs.org/>

Agency Name: Pike Outreach

Transportation Service Type: Purchases transportation from another provider

Other Services Provided: Homeless shelter, food pantry and emergency services

Contact Information: Sherre' Kinnison, 740-941-4348

Hours: M-F 8:30a-4p

Service Area: Pike County

Eligibility Requirements: 200% for food pantry and homelessness for shelter

Web-site: <http://pikecountyoutreach.com/index.shtml>

Agency Name: Pike County Partnership Against Domestic Violence

Transportation Service Type: Provides transportation to survivors

Other Services Provided: Court advocacy, assistance in filing protection orders, counseling, emergency shelter, one-on-one parenting, support groups, child sexual abuse prevention and case management

Contact Information: Felicia Diaz-Taylor, 740-947-1611

Hours: M-F 7a-5p and Saturday 9a-3p (within the Village of Waverly)

Service Area: Pike County

Eligibility Requirements: NONE

Web-site: <http://www.pikepartnership.org/>

Agency Name: Pike County Recovery Council

Transportation Service Type: Provides transportation for Pike County Clients

Other Services Provided: Alcohol/substance abuse treatment services

Contact Information: Pam Johnson, 740-947-7581

Hours: 8a-5p

Service Area: Pike County

Eligibility Requirements: Clients of the Recovery Council

Web-site: www.therecoverycouncil.org

Agency Name: Pike County Senior Center

Transportation Service Type: Meal Delivery

Other Services Provided: Social and recreational activities

Contact Information: Michelle Diehl, 740-947-5555

Hours: M-F 8a-4:30p

Service Area: Pike County

Eligibility Requirements: 60+

Web-site: <http://www.pikecac.org/senior-programs.html>

Agency Name: South Central Ohio Big Brothers Big Sisters

Transportation Service Type: Regular Cars of Staff/Transportation to and from outings

Other Services Provided: One-on-One Peer Mentoring and Ready to Be Matched Activities

Contact Information: Julie DeCamp, President and CEO, 740-773-2447

Hours: M-F 8:30a-5p

Service Area: Pickaway, Pike, Ross, Fayette and Highland Counties

Eligibility Requirements: Must be enrolled in BBBS programing

Web-site: www.bbbssco.org

Agency Name: Veteran's Service Commission

Transportation Service Type: Volunteer

Other Services Provided: Assistance with educational, financial, health care, home loans and other benefits.

Contact Information: Albert Hyland, 740-947-2766

Hours: M-F 7:30a-4:30p

Service Area: Pike County

Eligibility Requirements: Free to any Veteran. Transportation services must be to a VA Facility.

Web-site: <https://www.waverlyinfo.net/pike-county-veterans.html>

The tables below provide a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

Table [1]: Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*
Bristol Village Homes	Yes	Yes, Community Action Transit System	Private Non-Profit	5500	Does not track	N (residents only)
Community Action Committee of Pike County Early Childhood Program	Yes	Yes, Community Action Transit System	Public Non-Profit	N/A	N/A	N (only for 3-5 year olds enrolled in program)
Community Action Transit System	Yes	No	Public Non-Profit	24,378	3	N
Elizabeth's Hope	No	No	Public Non-Profit	N/A	N/A	N/A
Pike County Board of Development Disabilities (Canal Industries)	Yes	No	Public Non-Profit	Would not release	Would not release	Y
Pike County Family and Children First Council	No	Yes, Community Action Transit System	Public Non-Profit	N/A	N/A	N/A

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*
Pike County Department of Job & Family Services	No	Yes, Community Action Transit System through NETS	Public Non-Profit	N/A	N/A	No
Pike County Outreach Council of Churches, Inc.	No	Yes, Community Action Transit System	Public Non-Profit	N/A	N/A	No
Pike County Partnership Against Domestic Violence	Yes	N/A	Public Non-Profit	Does not track	Does not track	Yes
Pike County Recovery Council	Yes	No	Public Non-Profit	Would not release	Does not track	No (clients only)
Scioto Paint Valley Mental Health	No	Yes, Community Action Transit System	Public Non-Profit	27,691 (includes Pike and Ross Counties)	5	Y

* Answering “Yes” indicates that your agency is closed door. Your agency is considered closed door if you ONLY provide transportation to your facility as a courtesy or if you ONLY serve a particular clientele that are enrolled in your agency programs (i.e. members of a sheltered workshop, or residents in a nursing home). Answering “No” indicates that your agency is open door. This means the service is open to the public or a segment of the general public defined by age, disability, or low income. For example, if an agency provides general transportation for anyone in the community who is over the age of 60, they are considered “open door”. For example, an individual who is 60 or over can request transportation to a doctor’s appointment or the grocery store regardless of their affiliation with your agency.

The participating organizations provide a range of transportation including FIXED ROUTE and DEMAND RESPONSE. Two (2) of the participating organizations provide services on weekdays. Two (2) operate transportation on Saturdays and one (1) on Sundays. Evening services after 5:00 P.M. are operated by one (2) organization, Bristol Village. Bristol Village provides transportation to their residents only. The following table depicts the transportation service characteristics by agency.

Table [2]: Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
Bristol Village Homes	Demand Response	M-F 8-4:30 office hours, but service hours: 24/7	N	Drivers assist passengers with gags, on/off vehicles and to the door of destination	Defensive Driving, DRIVE Training, NCRU Online Classes
Community Action Transit System	Demand Response – County Route, Fixed Route – City Route	M-F 6a-5p Sat 9a-3p	Y	Drivers assist passengers on/off vehicles and door to door service	Passenger Assistance Training, CPR, Blood Bourne Pathogens, Defensive Driving
Pike County Board of Developmental Disabilities (Canal Industries)	Fixed Route (consumers only)	M-F (mornings and after adult daycare)	N	N/A	Not answered
Pike County Partnership Against Domestic Violence	Demand Response (clients only)	M-F 8-4:30p	N	N/A	N/A

Table [2]: Transportation Service Characteristics (Continued)

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
Pike County Recovery Council	Demand Response (clients only)	M-F 8-4:30p	N	N/A	N/A
Pike County Veteran's Office	Volunteer	As needed	N	N/A	N/A

Transportation-related expenses and revenues also differ by organization. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

Table [3]: Transportation-Related Expenses and Revenues

Agency Name	Fare Structure	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Full-Time & Part-Time Schedulers/ Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses
Bristol Village Homes	.58¢ per mile & \$15 an hour	Y	1 Full Time 2 Part-Time	1 Full Time	Not released	N/A
Community Action Transit System	.50-.55¢ for Elderly and Disabled & \$1-\$1.10 for general	Y	6 Full Time 2 Part-Time	1 Full Time 1 Part-Time	CSBG, Title III, Fare boxes, JFS Contract (NET), advertising on buses	\$645,907
Pike County Board of Developmental Disabilities (Canal Industries)	Not released	Not Released	Not released	Not released	Not released	Not released
Pike County Partnership Against Domestic Violence	Free to residents	N/A	Case managers share vehicle	None	Not released	Not released
Pike County Recovery Council	Free to residents	N/A	Not released	Not released	Not released	Not released

The following table provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, or taxi services, and more. In Ohio, the degree of activity from any of these programs varies by community, especially Pike County. Pike County has limited transportation options.

Table [4]: Alternative/ Active Transportation Options

Transportation Option	Availability	Cost	Usage	Service Area
Carpool	As needed	N/A	Daily	Pike
Proposed Bike Routes	N/A	N/A	Daily	State of Ohio
Volunteer Driver – Veteran’s Office	Pike County	Free	Daily	Pike County Veteran’s to doctor VA doctor appointments

The following table provides basic information about local travel training program options offered through Community Action Committee of Pike County and Community Action Transit System.

Table [5]: Transportation Resources

Transportation Resource	Availability	Cost	Usage	Service Area
Pike County Mobility Manager	M-F 8-4:30p	Free	Daily (M-F)	Pike and surrounding counties
Pike Mobility Website www.pikemobility.org	24/7	Free	Daily	State, local and regional
TDD 740-289-2608	24/7	Free	Daily	Pike
Language Assistance Measures	M-F 8a-4:30p	Cost	As needed Contact Transit Supervisor who will then contact Program Director. If further assistance is needed Ohio State LLC will be contacted	County and State

The following table illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

Table [6]: Technology

Agency Name	Name of Scheduling Software	Do you have an App for Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
Bristol Village Homes	None	No	None	N
Community Action Transit Systems	CTS	No	Kenwood 2-way radio	Yes
Pike County Board of DD	N/A	No	N/A	No
Pike County Partnership Against Domestic Violence	None	No	None	No
Pike County Recovery Council	None	No	None	No

Assessment of Community Support for Transit

As defined by the state of Ohio: The Ohio Mobility Management Program increases access to mobility to Ohioans by increasing understanding and awareness of transportation, needs, coordination of transportation options to meet needs and building sustainable and healthy communities by integrating transportation into planning and programs.

Though the Pike County Mobility Manager does not provide transportation, the Mobility Manager can help individuals seek solutions to their transportation situations.

In order to increase participation, the Mobility Manager met with and discussed transportation barriers with stakeholders' riders, including: seniors, persons with disabilities and general public. These members will be part of the planning committee along with the TAC. All community transportation stakeholders were encouraged to participate on the TAC. Citizens were also encouraged to participate in all aspects related to the planning and implementation of the coordinated plan. In addition, all citizens were encouraged to participate in all aspects related to the planning and implementation of the Plan. Public invitations were sent to current and potential TAC members to post for their consumers, as well.

The TAC encouraged local government, social service and community agencies, who often serve a myriad of populations, to participate in planning and implementation activities as well. In order to achieve this objective, the Mobility Manager engaged representation from various agencies serving populations that are often of low-moderate income levels, serve a diverse base of clientele or have special needs to serve on the Pike County Transportation Advisory Council.

OVRDC's governing board has, in the past, provided moderately strong participation in the planning, development, and implementation leading up to the coordination of human service agency and public transportation resources. Currently, the organization continues its belief that there is strong support for sustained coordinated transportation planning among elected official's agency administrators, and other community leaders. With the establishment of the RTPPO, transportation and transit in particular has become even more important to the organization. The RTPPO gives local governments and organizations a stronger presence in statewide planning efforts around all aspects of transportation, including transit. By utilizing the RTPPO, OVRDC believes more than ever that it is possible to increase the mobility of all users by strengthening viable transit services in the region.

Safety

To provide guidelines for all transit employees in the event of emergency preparedness, standard safety and security standards and to provide a safe process for employees and transit riders in the event of a threat or accident, Community Action Committee of Pike County has procedures and policies in place which employees are expected to follow.

Of the transportation providers that released their information, the minimum requirements for drivers are as follows:

Bristol Village Homes-

- Defensive Driving
- Drive training
- National Church Residences University (NCRU) Online Classes

Community Action Transit-

- Defensive Driving through ODOT, the State Patrol or a local school system
- First Aid/CPR
- Blood Borne Pathogens
- CDL obtainment is required within six months of hire date
- Reasonable Suspicion
- Random drug and alcohol training
- Passenger Assistance Training

Vehicles

Survey/Interview participants listed a combined total of **eighty-one** vehicles. Approximately **26%** of the vehicles are wheelchair accessible. A vehicle utilization table (of those that provided information) is provided at the end of this chapter (Table 7).

“Wheelchair” includes all types of mobility aids used by non-ambulatory persons including, but not limited to, three or four wheeled motor scooters and manual or electric devices for individuals with disabilities. Most of the transportation providers provide at least [1] wheelchair accessible vehicles, while other organizations have almost an entire fleet of wheelchair accessible vehicles. The wheelchair accessible vehicles have been modified to increase the interior size of the vehicle and to equip it with a means of wheelchair entry such as a powered lift to allow access. In Pike County approximately 6,337 individuals have been identified as handicap, having a disability, special needs or independent living difficulty. This represents approximately 22.5% of the current population. Twenty-four percent of the vehicles are wheelchair accessible, not all provide public transportation. This means at even given time in **PUBLIC transportation in Pike County**, only twenty people with a manual or motorized device can be accommodated.

Of the transportation providers, three (3) of the participating organizations provide services on weekdays. Three (3) operate transportation on Saturdays and two (2) on Sundays. Evening services after 6:00 P.M. are operated by three (3) organizations, Bristol Village and Scioto Paint Valley Mental Health. Bristol Village provides transportation to their residents only. Scioto Paint Valley provides transportation to JFS Clients through NETS. Table 2 depicts the transportation service characteristics by agency.

All of the transportation needs evolve around the stated demand for more service for the transportation disadvantaged along with the need to reduce costs, which could lead to more effective use of resources so that organizations can provide more service to more people. The transportation needs and challenges evolve around the need for more funding to meet the needs of the transportation disadvantaged and the need to expand service hours and days of operation, particularly to serve the needs of older adults and individuals with disabilities along with extended shift low-income workers. Vehicle availability and unique individual service needs are also viewed as challenges to successful coordination of transportation services.

As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

The following table is a vehicle utilization of the two agencies that released their vehicle information

Table [7]: Vehicle Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
COMMUNITY ACTION TRANSIT SYSTEMS											
1	DODGE	CARAVAN	2008	1D8HN44H78B184835	7	0	VARIES	NETS	Good	5310	As needed
2	BRAUN	BRAUN	2019	2C4RDGBG7KR571752	7	1	M-F	NETS	Excellent	5339	As needed
3	FORD	E450	2016	1FDFE4FS1GDC51359	15	2	M-SAT	8A-5P	Excellent	5311	As needed
4	FORD	E350	2010	1FDEE3FLXADA46385	9	2	M-F	8A-5P	Good	5311	As needed
5	FORD	E350	2009	1FDEE35L09DA17409	9	2	M-F	7A-5P	Fair	5311	As needed
6	FORD	E350	2009	1FDEE35L89DA77681	9	2	M-F	8A-5P	Fair	5311	As needed
7	FORD	E450	2017	1FDFE4FS4HDC58792	15	2	M-F	7A-4P	Excellent	5311	Pike
8	FORD	E450	2009	1FDEE3FL8DDA59530	9	2	M-F	As needed	Good	5311	As needed
9	FORD	E350	2017	1FDFE4FS2HDC58791	15	2	M-F	As needed	Good	5311	As needed
10	MV-1		2014	57WMD2A67EM101651	3	2	M-F	8-5P	Excellent	5311	As needed
54	FORD	E450	2018	1FDFE4FS7JDC08474	15	3	M-F	8-5P	Excellent	5311	As needed

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
Bristol Village Homes											
N/A	Chevrolet	Lumina	1997	2G1WL52MXV9185940	5	0	Sun-Sat	all	Good	N/A	Southern Ohio
N/A	Mercury	Grand Marquis	2000	2MEFM75WXYZ672387	5	0	Sun-Sat	all	Good	N/A	Southern Ohio
N/A	Chrysler	Sebring	2006	1CEL46N237146	4	0	Sun-Sat	all	Good	N/A	Southern Ohio
N/A	Chrysler	PT Cruiser	2007	3A8FY68B77T623990	4	0	Sun-Sat	all	Good	N/A	Southern Ohio
N/A	Ford	Transit Connect	2011	NMOKS9CNXBT944858	4	2	Sun-Sat	all	Good	N/A	Southern Ohio
N/A	Ford	E350	2006	1FDWE35L56DA44475	10	0	Sun-Sat	all	Good	N/A	Southern Ohio
N/A	Ford	Turtle Top	GMC	1GDJG31UX61247589	9	0	Sun-Sat	All	Good	N/A	Southern Ohio

All other vehicles in the county are dedicated to education or special programs.
These numbers show a substantial gap in vehicles available to meet the needs of seniors with mobility devices and handicap residents of Pike County.

Summary of Existing Resources

Following is a list of existing resources in Pike County:

Bristol Village	Residents only	24/7	6 Vehicles	2 Wheelchair Accessible
CATS	Seniors, Handicap and General Public	M-F 6a-5p Sat 9a-3p	11 Vehicles	10 Wheelchair Accessible
Pike Co. Board of DD	Consumers Only	M-F (mornings and afternoons)	3 Vehicles	3 Wheelchair Accessible
PCPADV	Clients	M-F 8a-4:30p	1 Vehicle	0 Wheelchair Accessible
Recovery Council	Clients	M-F 8a-4:30p	25 Vehicles	0 Wheelchair Accessible
Veteran's Office	County Veterans Only	As needed	2 Vehicles	0 Wheelchair Accessible

Community outreach efforts by either survey, meetings, roundtable discussions and one-on-one interviews concluded there are still many unmet needs. While progress has been made, many residents are not aware of some of the transportation services available in the county. Many residents asked for extension of hours, while some spoke of the need for transportation to work and job centers. The population is aging thus increasing more need for transportation to medical appointments, shopping and even socialization.

The primary goal for the coordination of transportation is to make the best use of available resources and to thereby provide as much transportation as possible for those who need it. Never has that been truer than today when nearly all human service agencies in the area face funding cuts. These funding cuts are coming at a time, coincidentally when jobs are scarce, gas costs are high and the local population is aging. These combined facts work together to create a "perfect storm" effect, especially in Pike County which had the dubious distinction of holding the highest unemployment rate in the state of Ohio during all of 2012 and sixth highest in 2015. As a result, the need for service is high and the probability for funding is low in many cases.

IV. Assessment of Transportation Needs and Gaps

In an effort to better understand the Pike County needs, the planning committee examined research and data, as well as solicited input from the community in an effort to gather information about needs and gaps in transportation services.

The demographic and socio-economic conditions of the study area are discussed in the Demographics Chapter of this plan. The following overview is an evaluation of the gaps in service based upon geographic data as well as from the perspective of the targeted populations, transportation providers, and the general public.

Community Action Committee of Pike County met with a variety of stakeholders in the area in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the lead agency engaged stakeholder and the general public is available upon request.

The following methods were used to assess transportation needs and gaps:

- Assessment of data and demographics
- Meetings were held with:
 - Stakeholders;
 - Riders;
 - Seniors;
 - Persons with disabilities
 - General Public
- Surveys
 - General Public
 - Senior
 - Persons with disabilities
- Face-to-Face Interviews

The general survey was used to improve transportation services, especially for getting people to and from work, appointments or shopping. The survey asked questions such as: age, how they get to their destination, the day and time of the week that are hardest for them to get to acquire transportation, if they are aware of the transportation options in Pike County, and if they use said transportation. The senior and disabled questionnaires were conducted in roundtable setting with questions such as: what types of transportation do they and other seniors use and how are these services accessed, what accommodations do most seniors need when traveling, what is the greatest transportation need/challenge for seniors and what would make transportation in Pike County more accessible to senior citizens.

One of the major goals of coordination is to fill service gaps. Service gaps typically fall into the category of spatial gaps or temporal gaps. Spatial gaps involve limitations with the service area while temporal gaps are concerned with limitations in days of week or hours that service is provided. Both spatial and temporal limitations were discussed. Input received from the stakeholder meeting and survey responses identified the following gaps in service for this region. Many of these problem areas remain as constants from all transportation planning that has ever been conducted in Pike County due to its rural and sparsely populated make up.

Spatial Gaps

- Residents unaware of or having limited access to intercity service;
- Lack of shared schedules; and,
- No coordination with adjoining counties public transportation.

Temporal Gaps

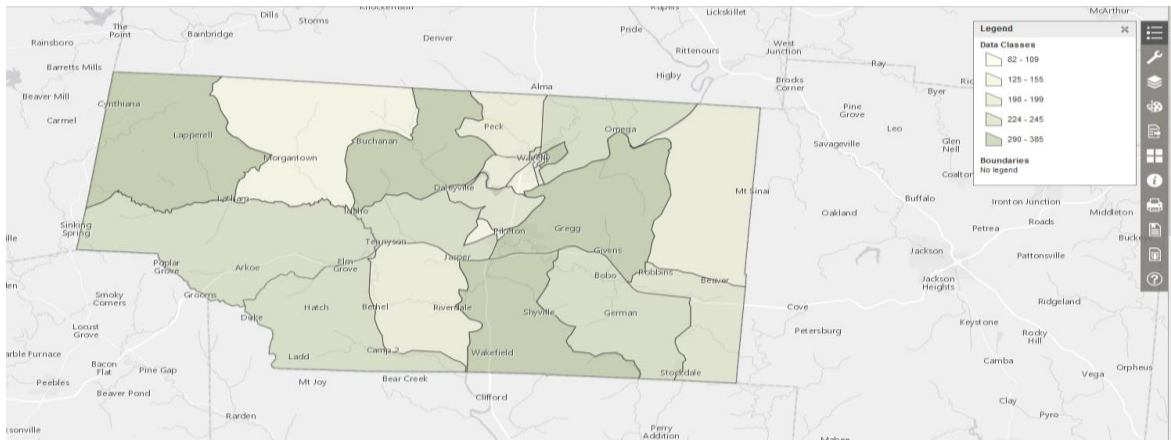
- Limited hours of service for older adults and individuals with disabilities, particularly during evening and on weekends;
- Service hours are not typically structured to effectively support employment and employment seeking opportunities, particularly for individuals with low income; and,
- Limited service schedules for rural areas.

Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because a comparison of where the highest and lowest densities individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.

The following exhibit [B] illustrates the areas where the number of older adults (age 65 and older) is at or above Pike County's average.

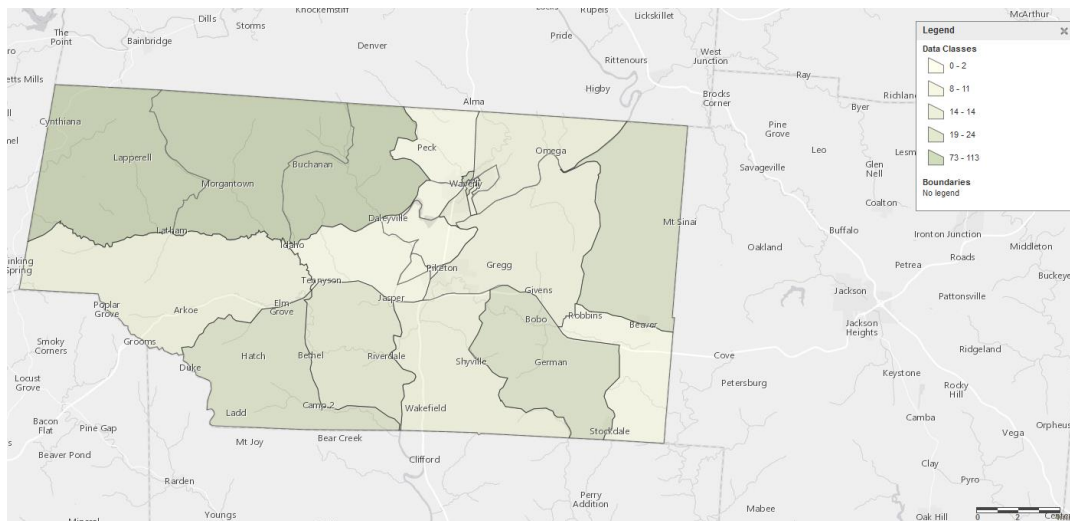
Exhibit [B]: Map of Population Density of Individuals Age 65 and Older



Source: US Census Bureau/American Fact Finder

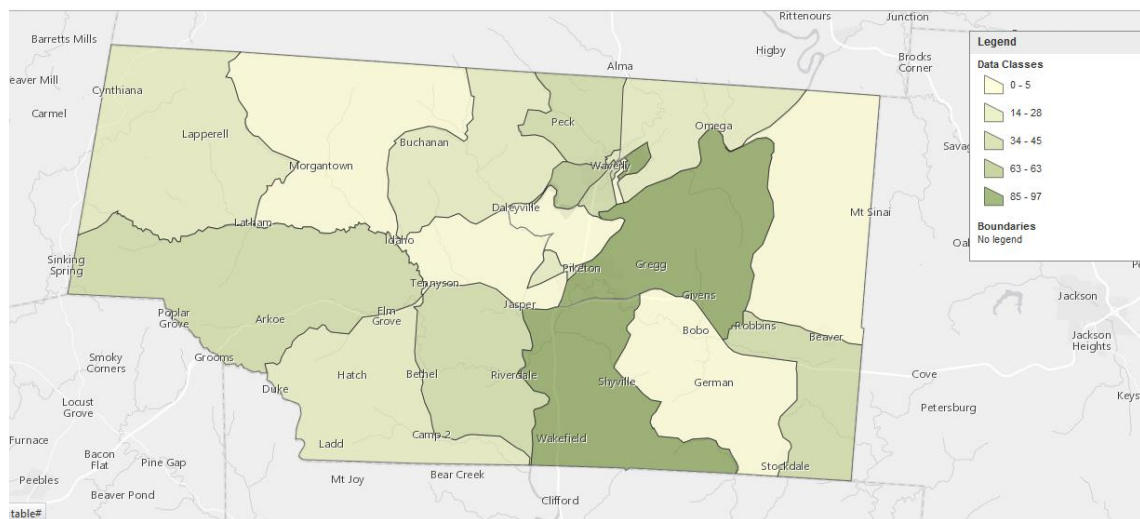
The exhibits below indicate the areas where the number of zero vehicle households are above the county's average. The absence of a vehicle in the household is often an indication of the need for transportation services. The maps are broken down between home owners and renters.

Exhibit [C]: Map of Density of Zero Vehicle Households by Owner



Source: US Census Bureau/American Fact Finder

Exhibit [D]: Map of Density of Zero Vehicle Households by Renter



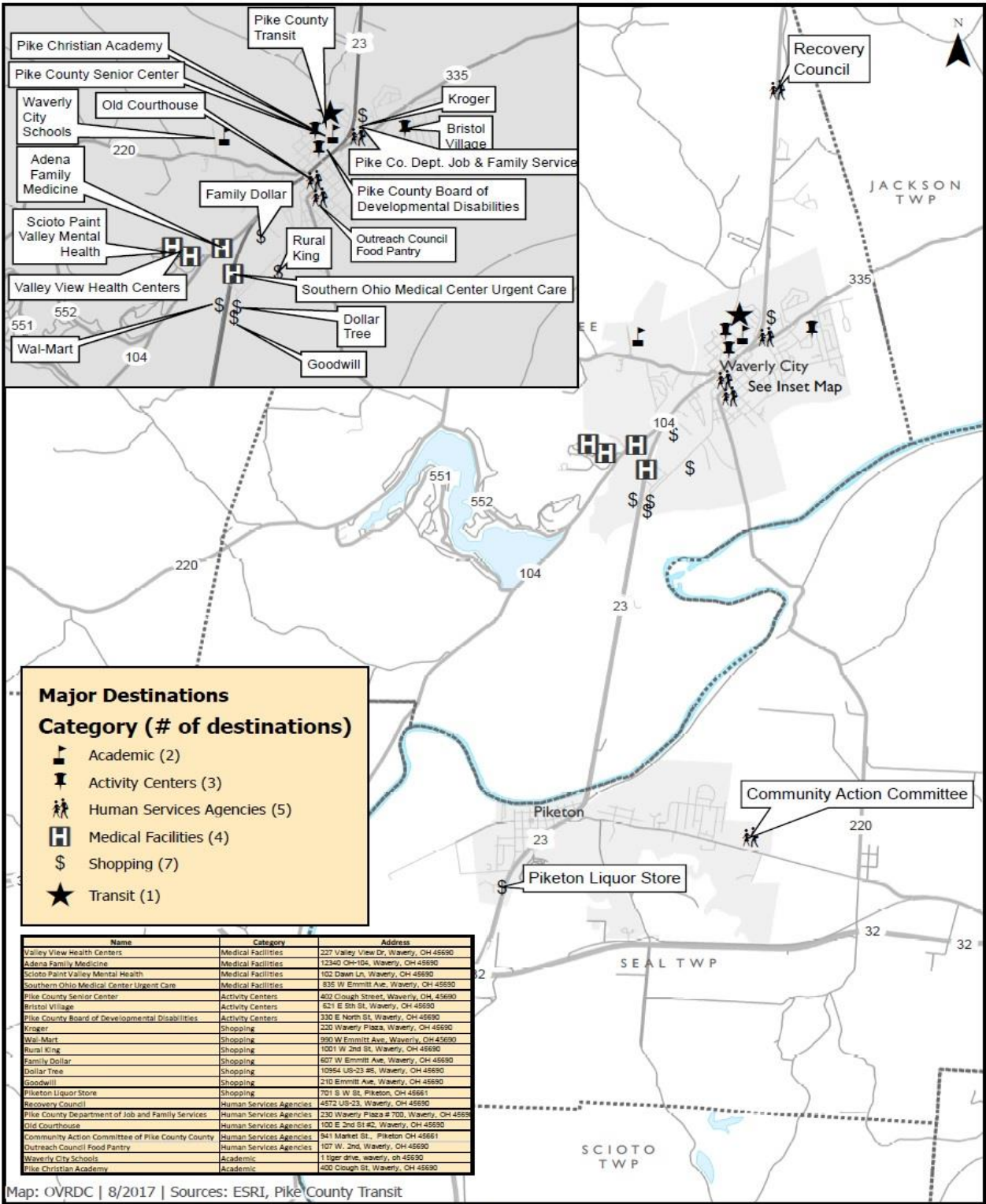
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle.

Closer examination of the surveys and trip logs of the transportation and human services agencies in the county show the importance of transportation to necessary destinations like medical care and grocery stores.

To name a few, major trip generators in the county are:

- Medical facilities
 - Valley View Health Centers
 - Adena Family Medicine
 - Scioto Paint Valley Mental Health
 - Southern Ohio Medical Center Urgent Care
- Activity Centers
 - Pike County Senior Center
 - Bristol Village
 - Pike County Board of Developmental Disabilities
- Shopping Centers
 - Kroger
 - Wal-Mart
 - Rural King
 - Family Dollar
 - Dollar General
 - Goodwill
- Human Services
 - Agencies/Social Services
 - Agencies
 - Community Action Committee of Pike County
 - Recovery Council
 - Pike County Department of Job and Family Services
- Schools
 - Waverly City Schools
 - Pike Christian Academy
- Transit Facilities
 - Community Action Transit System Facility

Exhibit [E]: Map of Major Trip Generators



Analysis of Demographic Data

Pike County's population in 2015 was 28,217. Waverly is the county seat and the largest village with a population of 4,274 in 2015. The population of the county seat decreased 3% from 2010 to 2015. Pee Pee and Pebble Township are the next largest places in the county.

Largest Places	2015 Census	2010 Census	% Change
Waverly Village	4,274	4,406	-3%
Pee Pee Township*	3,456	3,480	-0.69%
Pebble Township	2,518	2,553	-1.37%
Piketon Village	2,146	2,182	-1.65%
Newton Township	1,926	1,958	-1.63%
Benton Township	1,636	1,669	-1.98%
Union Township	1,305	1,318	-0.99%
Sunfish Township	1,283	1,307	-1.83%
Mifflin Township	1,280	1,305	-1.92%
Scioto Township	1,247	1,269	-1.73%
TOTAL	20,071	21,447	-6.41%

Though, Pike County and its communities are projected to grow over the next several years, population growth over the next thirty years is only projected at less than one percent. The per capita personal income decreased from \$27,823 in 2010 to \$20,292 in 2014. The unemployment rate in Pike County was 15.3% in 2010 and 7.2% in July, 2016. With a poverty level of 24.2% in the county healthcare, childcare, employment, education and recreation will continue to be challenges for some service providers. Sequentially, the need for transportation to said service centers will remain a prominent subject. While total population will not change significantly, the next thirty years will bring a slight shift in terms of population distribution across age groups.

Pike County's largest age group (45-64 years old) will shift into retirement and their need for transportation will grow. In the next 20 to 25 years the county's second largest group (25-44 year olds) will begin to retire changing the face of the county.

The highest concentration of trip originators was found in Waverly and Piketon, which are located along U.S. Route 23. Other areas were located in Latham and Beaver, respectively. Common destinations for Pike County residents are located in these areas which are served by numerous human service agencies and other transportation sources. Coordination with these participating organizations could decrease replication of services.

Coordination, the act of multiple agencies working together to meet their clients' various transportation needs, must be present in the Locally Developed Public Transit Human Service Coordinated Plan along with a comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income. Essentially, the Coordinated Plan lays out the strategies for addressing these needs and prioritizing services

General Public and Stakeholder Meetings/Focus Groups

By federal law, projects selected for 5310 funding must be included in a coordinated plan. The goals of the plan are to:

- Have the inclusion and participation of:
 - Senior Citizens
 - Disabled individuals
 - Representatives of public, private and nonprofit transportation and human services providers
- Reduce duplication in service
- Make better use of existing resources
- Expand services in order to fill identified gaps or needs
- Obtain sustainable funding
- Solicit input and request participation from any organization or person(s) that could be impacted by the coordinated transportation planning process.

Community Action Committee of Pike County hosted and facilitated thirteen (13) local meetings and focus groups in 2015 and 2016 to discuss the unmet transportation needs and gaps in mobility and transportation. Forty-six people participated in the meetings. Of those, fourteen self-identified as older adults and nine self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

During the meeting, the Community Action Committee of Pike County/Mobility Manager, Amanda Elliott presented highlights of historical coordinated transportation in the Pike County and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

Following the initial presentation, the stakeholders were asked to review the gaps in transportation services and needs from the previous plan/or update and identify any gaps that were no longer valid and any new needs/gaps, which the facilitator deleted/added to/from a list. The focus of the discussion was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public.

After the changes to the needs/gaps list were completed and new needs/gaps were added, each participant was asked to rank the needs/gaps using colored dots representing a high, medium, or low priority or that the remaining gap/need should be deleted.

Participants discussed more than ten (10) mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meetings. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications.

The following exhibit provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

Exhibit [F]: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description
1	More funding to expand services and driver workforce for all county providers
2	Transportation to job seeker services and training for unemployed and underemployed
3	More days and trips needed for the outer lying, rural areas in Pike County
4	Evening and weekend transportation
5	More seats on available buses
6	Access to transportation outside of Pike County
7	People do not know about existing services
8	More local support for public transportation from local elected officials
9	Public outreach to reduce inhibition about using public transit in other counties
10	Overall increase in the amount of general public transportation available throughout the region
11	Information and access to Intercity Bus (GoBus)

Surveys

Transportation information was collected by conducting surveys and face-to-face interviews with Pike County Transportation providers, human service providers and other key stakeholders. The Mobility Manager created one (1) survey to use for the general public (riders and non-riders of county transportation), a senior survey and those with disabilities. The general survey was used to improve transportation services, especially for getting people to and from work, appointments or shopping. The survey asked questions such as: age, how they get to their destination, the day and time of the week that are hardest for them to get to acquire transportation, if they are aware of the transportation options in Pike County, and if they use said transportation. The senior and disabled questionnaires were conducted in roundtable setting with questions such as: what types of transportation do they and other seniors use and how are these services accessed,

what accommodations do most seniors need when traveling, what is the greatest transportation need/challenge for seniors and what would make transportation in Pike County more accessible to senior citizens. Documentation of all outreach efforts and the level of participation from each organization and person is included in the appendices of the plan.

Public surveys and interviews were distributed to the elderly, low-income and persons with a disability. The Mobility Manager issued said surveys at partner/community meetings, such as:

- Pike County Continuum of Care
- Pike County Community Fund Meetings
- Pike County Senior Advisory Council Meetings
- Pike County Human Service Council Meetings
- Low-Income Advisory Council Meetings
- Pike County Job and Family Service Planning Meetings
- Focus group with elderly participants at the Pike County Senior Center and a collection of surveys from homebound seniors
- Pike County Family and Children First Council
- Pike County Health Coalition

Participation by all sectors was solicited in a few ways and in a few venues, including:

- Completion of a survey from low-income individuals and senior citizens at the Pike County Fairgrounds during the county fair in August 2016;
- Completion of a survey from low-income individuals, seniors and persons with disabilities at Community Service Day as well as on Community Action Transit System;
- Furnishing of information about transportation services of social services agencies providing transportation;
- Surveys and interviews with a large number of key informants who are considered stakeholders in the county's provision of transportation today.

The following survey summary includes the information gained from the following surveys that were performed: Eighty-six surveys from the general public: 37% of individuals with disabilities completed the survey; 33% of older adults completed the survey.

Residents throughout Pike County were surveyed at fairs and public meetings and also the Mobility Manager rode several public transit routes in order to obtain feedback about their transportation needs and concerns. A total of eight-six (86) surveys were completed.

Exhibit G: Surveys Respondents' Ages

Age	Number	Percent
0-19	5	5.81%
20-39	12	13.95%
40-59	24	27.90%
60-74	33	38.37%
75+	12	13.95%
Total	86	100%

This shows the ages of those who took the survey. The chart shows the highest percent of those surveyed were between the ages of 60-74 years old.

Exhibit H: Percent of Survey Respondents Who Identify as Disabled and/or Low-Income

Identification	Number	Percent
Disabled	32	37.21%
Low-Income	16	18.6%
None of the above	41	47.67%

This table shows that approximately 37% of respondents identified as disabled and 18.6% identified as low-income.

Exhibit I: Disabled, Low-Income and/or Elderly Survey Respondents' Use of Public Transportation

	Number	Percent of respondents	Number	Percent of Respondents
Yes	28	50%	8	29.63%
No	28	50%	19	70.37%
Total	56	100%	27	100%

Exhibit I shows that fifty (50) percent of the disabled, low income and/or elderly respondents that were surveyed utilize public transportation more than other respondents. This information suggests more handicap accessible vehicles and low fares could have significant impacts on ridership.

Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. These challenges include the following:

There are always numerous challenges to the coordination of human service transportation. Results of the stakeholder meeting and survey results indicated the following challenges to coordination for Pike County.

- Liability insurance – Agencies have different insurance carriers and each carrier has a policy regarding sharing vehicles or mixing passengers on a vehicle. In many cases, the insurance policies are not compatible.
- Unique characteristics of client population – Consumers from different organizations have different needs (i.e., those with developmental disabilities have different needs than older adults or pre-school children) and sharing a vehicle may not be appropriate in certain circumstances.
- Hesitancy among providers to share resources, and statutory barriers to pooling funds.
- Restrictions placed on the use of vehicles and state regulations regarding the amount of time DD consumers can be on-board a vehicle.
- Sharing schedules in a timely manner and obtaining correct information concerning all available transportation.
- Hesitation to share vehicles. Many consumers do not want to share a ride and prefer to travel alone.

While there are challenges to implementing coordination among varied transportation providers, services, and funding sources, it is important to note that transportation coordination is being successfully implemented throughout the country, including in Ohio. Therefore, issues such as conflicting or restrictive State and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort.

Summary of Unmet Mobility Needs

The following table describes the identified unmet transportation needs that were identified and the method used to identify and prioritize each need. Needs are listed in order of their rank in highest to lowest priority.

Table [8]: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	More funding to expand services and driver workforce for all county providers	Rider survey Survey of agencies Stakeholder Focus Group
2	Transportation to job seeker services and training for unemployed and underemployed	Rider survey Stakeholder Focus Group
3	More days and trips needed for the outer lying, rural areas in Pike County	Rider survey Survey of agencies Senior Advisory Group Stakeholder Focus Group
4	Evening and weekend transportation	Rider survey Survey of agencies Senior Advisory Group Stakeholder Focus Group
5	More seats on available buses	Rider survey Senior Advisory Council Stakeholder Focus Group
6	Access to transportation outside of Pike County	Rider survey Survey of agencies Stakeholder Focus Group
7	People do not know about existing services	Rider survey Survey of agencies Stakeholder Focus Group
8	More local support for public transportation from local elected officials	Rider survey Survey of agencies Stakeholder Focus Group
9	Public outreach to reduce inhibition about using public transit in other counties	Survey of agencies Stakeholder Focus Group
10	Overall increase in the amount of general public transportation available throughout the region	Rider survey Survey of agencies Stakeholder Focus Group Mobility Manager
11	Information and access to Intercity Bus (GoBus)	Rider survey Survey of agencies Stakeholder Focus Group

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for the Pike County should address the service gaps and user needs identified in this plan, if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, the lead agency, Community Action Committee of Pike County developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to eleven of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.

Goal #1:

Coordinate/Pool Resources, Whenever Possible, and Eliminate Duplication of Services

Need(s) Being Addressed:

- More funding to expand services and driver workforce for all county providers
- More seats on available buses
- Evening and weekend transportation
- People do not know about existing services
- Access to transportation outside of Pike County
- Public outreach to reduce inhibition about using public transit in other counties
- Overall increase in the amount of general public transportation available throughout the region
- Information and access to Intercity Bus (GoBus)

Strategy 1.1:

Maintain a mobility manager to coordinate transportation that is suitable for all agencies within Pike County.

Timeline for Implementation: High Priority/ Implementation Immediate/On-going

Action Steps:

1.1.1 Currently a full time Mobility Manager is present in Pike County. The Mobility Manager works with the Transportation Advisory Committee (TAC) addressing transportation

Parties Responsible for Leading Implementation: Lead Agency – Community Action Committee of Pike County (CAC) and coordination project partners

Parties Responsible for Supporting Implementation: Transportation Advisory Council, Community Action of Pike County

Resources Needed: Funding, Staff Time, Capital Needs and Local Cash

Potential Cost Range: Salary and fringes for Mobility Manager; \$60,000; advertising, supply & Travel budget; \$15,000

Potential Funding Sources: Ohio Mobility Management Program. A 20% local match is required as Mobility Management is considered a Capital Project.

Performance Measures/Targets: Decrease in the number of trip denials; increase in the number of trips per hour, and increase in number of out of county trips provided. Assist in the tracking of this data. Coordinate Transportation Advisory Council, review/update local plan, inform TAC of funding opportunities.

1.1.2 Develop Memorandums/Contracts with all transportation and service providers within Pike County and surrounding counties. The MOU should include the specific coordination that will occur. All transportation providers should share trip schedules.

Timeline for Implementation: Near-Term

Parties Responsible for Leading Implementation: Mobility Manager, local transportation providers and human service agencies.

Parties Responsible for Supporting Implementation: Travel providers, Community Action Committee of Pike County, Transportation Advisory Council

Resources Needed: Staff Time and Contract Services

Potential Cost Range: Staff time involved in preparing and negotiation of MOU

Potential Funding Sources: Contracts, ODOT

Performance Measures/Targets: Number of MOUs/Contracts developed; number of shared schedules; dollars saved in bulk purchase; number of shared rides; and number of new destinations served.

Strategy 1.2:

Coordinate/consolidate dispatching/scheduling services.

- 1.1.2** Coordinate long distance trips to such places as Columbus, Chillicothe, and Cincinnati. Possibly develop and share a schedule of regularly occurring long distance trips with all Pike County providers. Responsibility for providing the trips could be rotated for regularly occurring trips to Columbus, if the demand is high. If other agencies (senior center) that use Section 5310 vehicles can provide trips, trips could be provided on a more flexible schedule using this arrangement. Coordinate with current Intercity Bus providers such as GoBus.

Timeline for Implementation: Near-Term

Parties Responsible for Leading Implementation: Coordination project partners

Parties Responsible for Supporting Implementation: Transportation providers

Resources Needed: Driver staff time and volunteer drivers

Potential Cost Range: Staff time involved in preparing and negotiation MOU

Potential Funding Sources: TIGER Grant, ODOT

Performance Measures/Targets: Increase number of trips to surrounding counties; number of new riders; number of new agency contracts; and number of new coordination project partners.

Strategy 1.3:

Coordinate/consolidate maintenance services for the coordination project partners.

- 1.3.1** Develop uniform preventative maintenance standards for the providers in Pike County. This is a requirement for all Sections 5310.

Timeline for Implementation: Near-Term

Parties Responsible for Leading Implementation: Coordination project partners (Bristol Village, Senior Center, CATS, Pike County Offices and coordination projects in adjoining counties.)

Parties Responsible for Supporting Implementation: ODOT, transportation providers, Transportation Advisory Council

Resources Needed: Staff time, building space

Potential Cost Range: Staff time involved in preparing

Potential Funding Sources: Specialized 5310, Section 5311

Performance Measures/Targets: PM standards developed and implemented; number of road calls; amount of maintenance costs; and number of major repairs.

Strategy 1.4:

Standardize policies and procedures as much as possible to ensure consistency with the general public. ODOT has provided a model policy and procedure guide.

- 1.4.1** Develop a list of policies/procedures that could be uniform among all Pike County providers especially to ensure ADA regulations are followed. A suggested list is as follows:
- No-shows
 - Cancellations
 - Accident/incident procedures
 - Vehicle evacuation procedures
 - Seatbelts
 - Car seats
 - Inclement weather
 - ADA-related policies-wheelchair assistance, oxygen transport, riding on lifts, service animals, etc.

Timeline for Implementation: Near-Term

Parties Responsible for Leading Implementation: Coordination project partners (Bristol Village, Senior Center, CATS, Pike County Offices and coordination projects in adjoining counties.)

Parties Responsible for Supporting Implementation: Mobility Manager, ODOT, Coordination project partners and Community Action Transit System

Resources Needed: Staff time, printing

Potential Cost Range: Staff time involved in preparing

Potential Funding Sources: Section 5310

Performance Measures/Targets: Policies and procedures developed for all providers; meet ODOT's guide; schedule for ongoing updates needed to policies (1 year)

Goal #2:

Increase Accessibility of Transportation Services in Pike County for Individuals with Disabilities

Need(s) Being Addressed:

- More funding to expand services and driver workforce for all county providers
- More days and trips needed for the outer lying, rural area in Pike County
- Evening and weekend transportation
- People do not know about existing services
- More local support for public transportation from local elected officials

- Overall increase in the amount of general public transportation available throughout the region

Strategy 2.1:

Increase accessibility of transportation provider informational materials.

Timeline for Implementation: Near-Term

Action Steps:

- 2.1.1** Develop and/or maintain standardized brochures/rider guides for individual transportation providers and for the coordination project, which contain ADA-related policies, the Ohio Relay Number, and indicate that they are available in alternative formats.

Parties Responsible for Leading Implementation: Mobility Manager

Parties Responsible for Supporting Implementation: Coordination project managers

Resources Needed: Funding, Staff time, publications or printing, technology

Potential Cost Range: \$5,000

Potential Funding Sources: Section 5310

Performance Measures/Targets: Brochures/rider guides developed; increase in number of people reached and increase in number of riders with disabilities

Goal #3:

Increase Service Available to the General Public within Pike County

Need(s) Being Addressed:

- More funding to expand services and driver workforce for all county providers
- Transportation to job seeker services and training for unemployed and underemployed
- More days and trips needed for the outer lying area in Pike County
- Evening and weekend transportation
- More seats on available buses

Strategy 3.1:

Increase weekend transportation service to Pike County area.

Timeline for Implementation: Mid-Term

Action Steps:

- 3.1.1** Expand weekend service with Saturday service from 9:00 a.m. to 2:00 p.m. in the county. Require passengers to schedule two days in advance to allow time for coordinating drivers' schedules and reducing the amount of down time. The central call center should be responsible for scheduling Saturday trips. The Saturday service could feed into the existing Waverly Service.

Parties Responsible for Leading Implementation: Mobility Manager and coordination project partners

Parties Responsible for Supporting Implementation: Mobility Manager

Resources Needed: Funding

Potential Cost Range: Approximately \$65,000

Potential Funding Sources: Section 5314, Section 5311, Section 5310

Performance Measures/Targets: Increase in Saturday trips; increase in seats currently available on buses; increase in overall ridership

Strategy 3.2:

Provide/increase general public transportation routes to accommodate work transportation and work-related trips including job search and training destinations.

Timeline for Implementation: Continuous

Action Steps:

- 3.2.1** Operate a route that connects low income Pike County residents to the One-Stop Employment and Training Center, Adult Basic Literacy and Education Center, OSU Endeavor Center, Day Care Centers and Business and Industry that may locate in the Industrial Park (formerly Mills Pride/MASCO).

Parties Responsible for Leading Implementation: Community Action— Lead Agency

Parties Responsible for Supporting Implementation: Coordination project partners

Resources Needed: Funding and contract services

Potential Cost Range: Approximately \$50,000-\$75,000 annually

Potential Funding Sources: Section 5310, Section 5311 and contracts

Performance Measures/Targets: Number of work trips; increase in ridership; and increase in number of work related trips.

- 3.2.2** Market employment route service to the general public and to employees

Timeline for Implementation: Mid-Term

Parties Responsible for Leading Implementation: Mobility Manager

Parties Responsible for Supporting Implementation: Coordination project partners

Resources Needed: Funding, publications

Potential Cost Range: \$3000 annually

Potential Funding Sources: Appalachian Regional Commission, Section 5310, Section 5311

Performance Measures/Targets: Number of work trips; increase in ridership; and increase in number of work related trips.

Goal #4:

Develop a Mobility Management Plan for the region to Provide More Out-of-County Trips with Less Wait Time and More Flexibility

Need(s) Being Addressed:

- More funding to expand services and driver workforce for all county providers
- More days and trips needed for the outer lying area in Pike County
- Evening and weekend transportation
- More seats on available buses
- Access to transportation outside of Pike County
- People do not know about existing services
- More local support for public transportation from local elected officials
- Public outreach to reduce inhibition about using public transit in other counties
- Overall increase in the amount of general public transportation available throughout the region
- Information and access to Intercity bus (GoBus)

Strategy 4.1:

Develop a regional Transit Advisory Committee to become a forum for regional transit issues, education, networking and support.

Timeline for Implementation: Continuous

Action Steps:

- 4.1.1** Include Southern Ohio (Route 23 Corridor) transit systems and coordination projects from Scioto, Ross, Jackson-Vinton, and Pickaway counties and consumer members that represent all parts of the Southern Ohio region to create a Regional Transit Advisory Committee (RTAC).

Timeline for Implementation: Continuous

Parties Responsible for Leading Implementation: Mobility Manager

Parties Responsible for Supporting Implementation: Local and regional coordination project partners

Resources Needed: Funding, staff time, contract services, publications, travel

Potential Cost Range: \$5,000 (travel)

Potential Funding Sources: Section 5310, Section 5311

Performance Measures/Targets: RTAC established; Increased number of agencies involved in transportation; and RTAC meetings occur at least quarterly

Strategy 4.2:

Develop local and regional public resources to increase accessibility of informational transportation materials.

Action Steps:

- 4.2.1** Develop a Mobility Management newsletter to go out bimonthly with transportation news and updates. Each newsletter would feature submitted and upcoming trips provided by local and regional transportation providers including trips for leisure and social and medical appointments.

Timeline for Implementation: Near-Term

Parties Responsible for Leading Implementation: Mobility Manager

Parties Responsible for Supporting Implementation: Local and regional coordination project partners

Resources Needed: Funding, Staff time, printing, technology

Potential Cost Range: \$5,000 annually

Potential Funding Sources: Section 5310

Performance Measures/Targets: Increase number of trips to surrounding counties; number of new riders; number of new agency contracts; and number of new coordination project partners.

- 4.2.2** Develop a travel training program and travel training brochure that demonstrates how passengers access and use transit systems in other surrounding counties (i.e., Chillicothe/Ross, Scioto, and Franklin counties). It is important to passengers that the transfers to other systems' service are easy and worthwhile. For example, if a vehicle travels from Pike County to Chillicothe on a regular basis, such as once in the morning, once at noon, and then again in the late afternoon, a passenger from Pike County would be able to travel to Chillicothe and move throughout the city using Chillicothe's public transportation options before transferring to the Pike County vehicle to return home.

Timeline for Implementation: Near-Term

Parties Responsible for Leading Implementation: Mobility Manager and local and regional coordination project partners

Parties Responsible for Supporting Implementation: Coordination project partners

Resources Needed: Funding, Staff time, contract services, publications

Potential Cost Range: \$1,000

Potential Funding Sources: Section 5310, Section 5311

Performance Measures/Targets: Number of transfers; time Mobility Manager spends on the bus; track number of feeder trips

4.2.3 Create a comprehensive regional transportation guide listing resources in Pike, Scioto, Ross, Highland, Jackson and Vinton counties. It should be distributed in all human service agencies, senior housing, low-income housing and other civic groups. The brochure should be updated regularly.

Timeline for Implementation: Near-Term

Parties Responsible for Leading Implementation: Mobility Manager and local and regional coordination project partners

Parties Responsible for Supporting Implementation: Coordination project partners

Resources Needed: Funding, Staff time, publications, technology

Potential Cost Range: \$1,000

Potential Funding Sources: Section 5310, Section 5311, Appalachian Regional Commission

Performance Measures/Targets: Increase in ridership; resource guide and number of people aware of existing services.

Goal #5:

Provide transportation structure for out-of-county transportation destinations

Need(s) Being Addressed:

- More funding to expand services and driver workforce for all county providers
- More days and trips needed for the outer lying area in Pike County
- Evening and weekend transportation
- More seats on available buses
- Access to transportation outside of Pike County
- People do not know about existing services
- More local support for public transportation from local elected officials
- Public outreach to reduce inhibition about using public transit in other counties
- Overall increase in the amount of general public transportation available throughout the region

- Information and access to Intercity bus (GoBus)

Strategy 5.1:

Coordinate schedules for out-of-county trips to Columbus, Chillicothe, Portsmouth.

Action Steps:

- 5.1.1** Coordinate trips to other counties through feeder services that connects with transportation in other counties.

Timeline for Implementation: Continuous

Parties Responsible for Leading Implementation: Mobility Manager

Parties Responsible for Supporting Implementation: Local and regional coordination project partners

Resources Needed: Funding, staff time, contract services, publications

Potential Cost Range: \$10,000 annually

Potential Funding Sources: Section 5310, Section 5311, Appalachian Regional Commission

Performance Measures/Targets: Increase number of trips to surrounding counties; number of new riders; number of new agency contracts; and number of new coordination project partners.

Goal #6:

Increase awareness of current transportation options and programs

Need(s) Being Addressed:

- People do not know about existing services
- Public outreach to reduce inhibition about using public transit in other counties
- Overall increase in the amount of general public transportation available throughout the region
- Information and access to Intercity Bus (GoBus)

Strategy 6.1:

Use technology to create tools where individuals can easily access information and options.

Action Steps:

- 6.1.1** Develop social media pages (Facebook & Twitter) that would feature submitted and upcoming trips and transportation information to allow more individuals to be reached. Maintain Pike Mobility website.

Timeline for Implementation: Continuous

Parties Responsible for Leading Implementation: Mobility Manager

Parties Responsible for Supporting Implementation: Coordinated project partners

Resources Needed: Funding, staff time, publications

Potential Cost Range: \$750

Potential Funding Sources: Ohio Mobility Management Program

Performance Measures/Targets: Maintain website and social media pages with current information;
Increase number hits on website; increase number of individuals reached;

6.1.2 Develop QR Code to be placed on bimonthly newsletter and business card. Once the code is scanned it will direct the individual to the Pike Mobility website

Timeline for Implementation: Continuous

Parties Responsible for Leading Implementation: Mobility Manager

Parties Responsible for Supporting Implementation: Coordinated project partners

Resources Needed: Funding, Staff time, publications

Potential Cost Range: \$200

Potential Funding Sources: Ohio Mobility Management Program

Performance Measures/Targets: Maintain website and social media pages with current information;
Increase number hits on website; increase number of individuals reached;

VI. Plan Adoption

Through a series of meetings in 2015 and 2016, Pike County created a Plan that allows the citizens of Pike County to continue to reap the benefits of SAFETEA-LU and FAST Act legislation. Pike County's transportation needs are reflected in the Plan's strategies and goals. The Community Action Committee of Pike County is the Lead Agency for planning purposes and the Mobility Manager lead the Pike County transportation stakeholders in the development and completion of the Plan. This Plan is the manifestation of Pike County's planning process. The Pike County Mobility Manager worked with the county RTPO, Ohio Valley Regional Development Commission. The Pike County Plan used most current Census data, current guidelines and requirements of funding sources, and new data from county service providers. Pike County's transportation needs are reflected in the Plan's strategies and goals. In rural areas, plan can now cover up to a four-year period. Annually, the lead agency will conduct and amend an annual plan review. Upon review, notes and amendments will be recorded in an appendix.

In order to increase participation, the Mobility Manager met with and discussed transportation barriers with stakeholders' riders, including: seniors, persons with disabilities and general public. These members will be part of the planning committee along with the TAC. Since the county Mobility Manager is stationed at the senior center, meetings were held with seniors to help in the planning process. Meetings with other agencies were held at the stakeholders' discretion. Pike County's Transportation Advisory Council (TAC) encouraged participation from county residents with low and moderate incomes, minorities, non- and Limited-English proficient speaking residents as well as seniors and persons with disabilities residing in Pike County. All community transportation stakeholders were encouraged to participate on the TAC. In addition, all citizens were encouraged to participate in all aspects related to the planning and implementation of the Plan. Public invitations were sent to current and potential TAC members to post for their consumers and flyers hung on the senior center's community board, as well.

The TAC encouraged local government, social service and community agencies, who often serve a myriad of populations, to participate in planning and implementation activities as well. In order to achieve this objective, the Mobility Manager engaged representation from various agencies serving populations that are often of low-moderate income levels, serve a diverse base of clientele or have special needs to serve on the Pike County Transportation Advisory Council.

The Mobility Manager will continue to contact and invite local human service agencies, faith-based organizations, employers and other stakeholders who are not active on the TAC.

Transportation information was collected by conducting surveys and face-to-face interviews with Pike County Transportation providers, human service providers and other key stakeholders. The Mobility Manager created one (1) survey to use for the general public (riders and non-riders of county transportation), a senior survey and those with disabilities. The general survey was used to improve transportation services, especially for getting people to and from work, appointments or shopping. The survey asked questions such as: age, how they get to their destination, the day and time of the week that are hardest for them to get to acquire transportation, if they are aware of the transportation options in Pike County, and if they use said transportation. The senior and disabled questionnaires were conducted in roundtable setting with questions such as: what types of transportation do they and other seniors use and how are these services accessed, what accommodations do most seniors need when traveling, what is the greatest transportation need/challenge for seniors and what would make transportation in Pike County more accessible to senior citizens. Documentation of all outreach efforts and the level of participation from each organization and person is included in the appendices of the plan.

Public surveys were distributed to the elderly, low-income and persons with a disability. The Mobility Manager issued said surveys at partner/community meetings, such as:

- Pike County Continuum of Care
- Pike County Community Fund Meetings
- Pike County Senior Advisory Council Meetings
- Pike County Human Service Council Meetings
- Low-Income Advisory Council Meetings
- Pike County Job and Family Service Planning Meetings
- Focus group with elderly participants at the Pike County Senior Center and a collection of surveys from homebound seniors
- Pike County Family and Children First Council
- Pike County Health Coalition

Participation by all sectors has been solicited in a few ways and in a few venues, including:

- Completion of a survey from low-income individuals and senior citizens at the Pike County Fairgrounds during the county fair in August 2016;
- Completion of a survey from low-income individuals, seniors and persons with disabilities at Community Service Day as well as on Community Action Transit System;
- Furnishing of information about transportation services of social services agencies providing transportation;
- Surveys and interviews with a large number of key informants who are considered stakeholders in the county's provision of transportation today.

The Pike County Mobility Manager contacted stakeholders and non-stakeholders to arrange a date and time to hold focus groups to discuss transportation barriers with their consumers. The roundtable meetings centered on transportation barriers in the county. Once the barriers have been listed in the Plan, the TAC will create a strategy and goal for each listed. The TAC, seniors and persons with disability will be an important player in the on-going plan review, adoption and update. The Mobility Manager will meet again with those consumers for review of the plan. If those consumers are in agreement and wish to adopt and approve the plan they will be asked to provide their signature to the adopted plan. For the vote to adopt/approve the plan, majority approval (51%) will be needed.

Upon review, notes and amendments will be recorded in an append

Appendix A: List of Planning Committee Participants

The planning committee consists of representation from local agencies as well as participation of individuals with disabilities, older adults, representatives of public, private and nonprofit organizations and other members of the general public. More information about the planning committee is available upon request by contacting Amanda Elliott at 740-947-5555 or amelliott@pikecac.org.

Agency Representation

Name	Agency
	Community Action Committee of Pike County- Pike County Mobility Manager
April Brown	Elizabeth's Hope
Amanda Elliott	Community Action Transit System Transit Operations Supervisor
Michelle Diehl	Community Action Transit System Director
Diana Salyer	Community Action Committee of Pike County Early Childhood Program Family Services Coordinator
Shelly Lansing	Community Action Committee of Pike County Early Childhood Program Transportation/Education Supervisor
Sue Stevens	Community Action Committee of Pike County Early Childhood Program Enrollment Coordinator
Melissa Howard	National Church Residences (Bristol Village)
Sherre' Kinnison	Pike Outreach
Angie Johnson	Pike County Senior Center
Cathy Nieman	Pike County Senior Center
Lori Lambert	Pike County Department of Job and Family Services
Karen Minney	Community Action Committee of Pike County Social Services Department HEAP Supervisor
	Disabled Passenger
	Disabled Passenger
	Disabled Passenger
Betty Whitt	Disabled Senior Passenger
	Disabled Senior Passenger
Linda Williams	Disabled Senior Passenger
	Senior
Janice Withrow	Senior
Sharyn Dixon	Senior
Jean Dickerson	Senior

In addition to hosting a planning committee, Community Action Committee of Pike County and other planning committee members also conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. The Community Action Committee of Pike County Governing Board and the Pike County Commissioners approved and adopted the plan. More information about the efforts that occurred is available upon request. To request additional information please contact:

Chelsea Adams

Community Action Committee of Pike County

740-947-5555, ext. 7303

cadams@pikecac.org

Appendix B: List of Annual Reviews and Plan Amendments

It is required that this plan be reviewed by the planning committee annually. For more information on when the next annual review will occur, how to be involved in the annual review process or to request information on how to make changes or corrections to this plan between annual reviews, please contact:

Community Action Committee of Pike County

740-947-5555, ext. 7303

Annual Review – November 9, 2017

YEAR ONE: First Plan Review to be completed by:

December 19, 2017

Annual review was included in the transfer to the ODOT template. The documentation was reviewed and approved by the stakeholders, seniors and persons with disabilities.

Annual Review – September 27, 2018

YEAR TWO: Second Plan Review to be completed by:

November 16, 2018

CATS - Annual review was included in the suggested changes set forth by ODOT (goals not in order).

Due to Community Action Transit being awarded the NET contract for Pike County, Scioto Paint Valley Mental Health was removed from the county providers.

CATS also switched scheduling and dispatch software to CTS. New bus (#54) information was added to page 33 in the inventory. A new Transit Director was hired; Chris Ervin was removed from list and Michelle Diehl was added.

Senior Center - Shelley Lyon representing the Senior Center was removed and Cathy Nieman added.

A senior asked to be removed from the council. Wilda Causey replaced her.

There is no longer a taxi service in Pike County. Sassy Taxi information was removed.

Judy Dixon retired from the Outreach Council of Churches and was replaced by Ray Osborne.

The documentation was reviewed and approved by the stakeholders, seniors and persons with disabilities. Signatures are on file.

Annual Review – November 13, 2019

YEAR THREE: Third Plan Review to be completed by:

November 15, 2019

Mobility Manager- Amanda Elliott representing the Mobility Manager was removed and Chelsea Adams added.

Operations Manager- Brad Jones representing the Operations Manager was removed and Amanda Elliott added.

Community Actions Transit System- removed 2008 Ford E350 and added 2019 Braun information.

CATS- changed “3 Full- Time and 3 Part- Time” employees to “6 Full-Time and 2 Part-Time”

Bristol Village- updated number of vehicles from “7” to “6” for transportation.

Bristol Village- updated number of wheelchair accessible vehicles from “3” to “1”.

Bristol Village- updated amount of fares.

CAC Head Start- Updated amount of vehicles for transportation from “20” to “22”.

Bristol Village- Amount of part- time employees changed from “5” to “2”.

Amount of vehicles for transportation in Pike County changed from “eighty- three” to “eighty- one”.

Updated the Annual Transportation expenses for CATS.

Page 25, changed “Defensive Driving” To “Passenger Assistance Training” and Days & Hours of Operation to “6 a- 5p” for Community Action Transit System.

Number of Annual One- Way Passenger Trips for Community Action Transit System, and Average Number Trip Denial per Week updated.

Community Action Transit System WC Capacity changed from “3” to “2” for Vehicle #2, and Vehicle # 7 WC Capacity changed from “3” to “2”.

Annual Review – October 29, 2020

YEAR FOUR: Fourth Plan Update to be complete by:

November 20, 2020

Chelsea Adams was removed on April 1, 2020 and the Mobility Management Specialist position was vacant, but being represented by Amanda Elliott.

Rachel Cottrill was Mobility Management Specialist from July 20, 2020 to October 26, 2020. Amanda Elliott is, again, representing the position until it is filled.

Pike County Outreach Council of Churches, Inc. was changed to Pike Outreach.

Sherre' Kinnison is now representing Pike Outreach on the council.

Two of the disabled seniors passed away, one disabled rider moved out of county and three more asked to be removed at this time.

The pandemic has made it difficult to replace these participants.

Amendment – November 9, 2017

The plan is also required to have a process for amendment to allow for changes to projects, activities and strategies between formal updates. Within sixty (60) days of request, the lead agency, CAC, is required to present the amendment request to all participants included in the original process. Those unable to attend that meeting will be issued a letter stating what they missed. They will be given the opportunity to provide their feedback.

CAC will solicit input from participants, giving them thirty (30) days to submit comments with CAC able to submit its comments. At the end of the thirty (30) days, CAC will share, with participants, all comments received.

Once the thirty (30) days period ends, participants will be asked to approve or reject the amendment. With majority approval, the amendment will be considered approved for inclusion in the plan. In order to approve, participants must sign and the amendment and approval pages will be added in an appendix of the plan with a narrative summary describing the reason for the modification, minutes from the meeting to develop the amendment. Also to be included the amendment process is documentation showing invitees of the original plan were contacted and given an opportunity to provide their feedback on the revision. An invitation letter used to solicit participation and feedback on the amendment and the list of participants (and their organizational affiliation and representation of who was invited to submit feedback.)

NO AMENDMENTS TO BE MADE AT THIS TIME.

Appendix C: Definitions

There are several terms used throughout the plan that may be unique to transportation providers or human service agencies. The terms are defined here for reference.

Coordination – Collaborative efforts toward understanding and meeting the mobility needs in the most appropriate, cost effective, and responsive manner.

FAST Act – Congress established the funding for Federal Transit Administration programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020.

Gaps in Service – A break in the continuity of available transportation resources such as a break between hours of operation or a break between two or more geographic areas.

Lead Agency – The organization responsible for facilitating outreach; composing a plan that meets the requirements of current Federal and State legislation; maintaining documentation from the planning process and making it available upon request; and leading stakeholders through annual reviews, amendments, and updates of the plan. The Lead Agency also is responsible for submitting the adopted Coordinated Plan and all amendments or updates to participating stakeholders and ODOT.

Planning Committee – (indicate if the planning committee has another formal name) The Planning Committee is composed of key community stakeholders. The Planning Committee members agree to actively participate in the planning process and act as the plan advisory and adopting entity.

Ridership – The total number of passengers who boarded transportation vehicles are counted each time they board a vehicle.

Section 5310 Program – Enhanced Mobility of Seniors & Individuals with Disabilities (49 U.S.C. 5310) provides Federal formula funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

Section 5311 Program – The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

Section 5314 Program – Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.

Transportation – Transportation is broadly defined to include traditional transit, human service agency services, on-demand (taxi-like) services, bicycle and pedestrian programs and amenities.

Unmet Transportation Needs – Transportation that is wanted or desired but is not currently available.